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UNIVERSITY BOAT RACE  
COMMEMORATION

1881

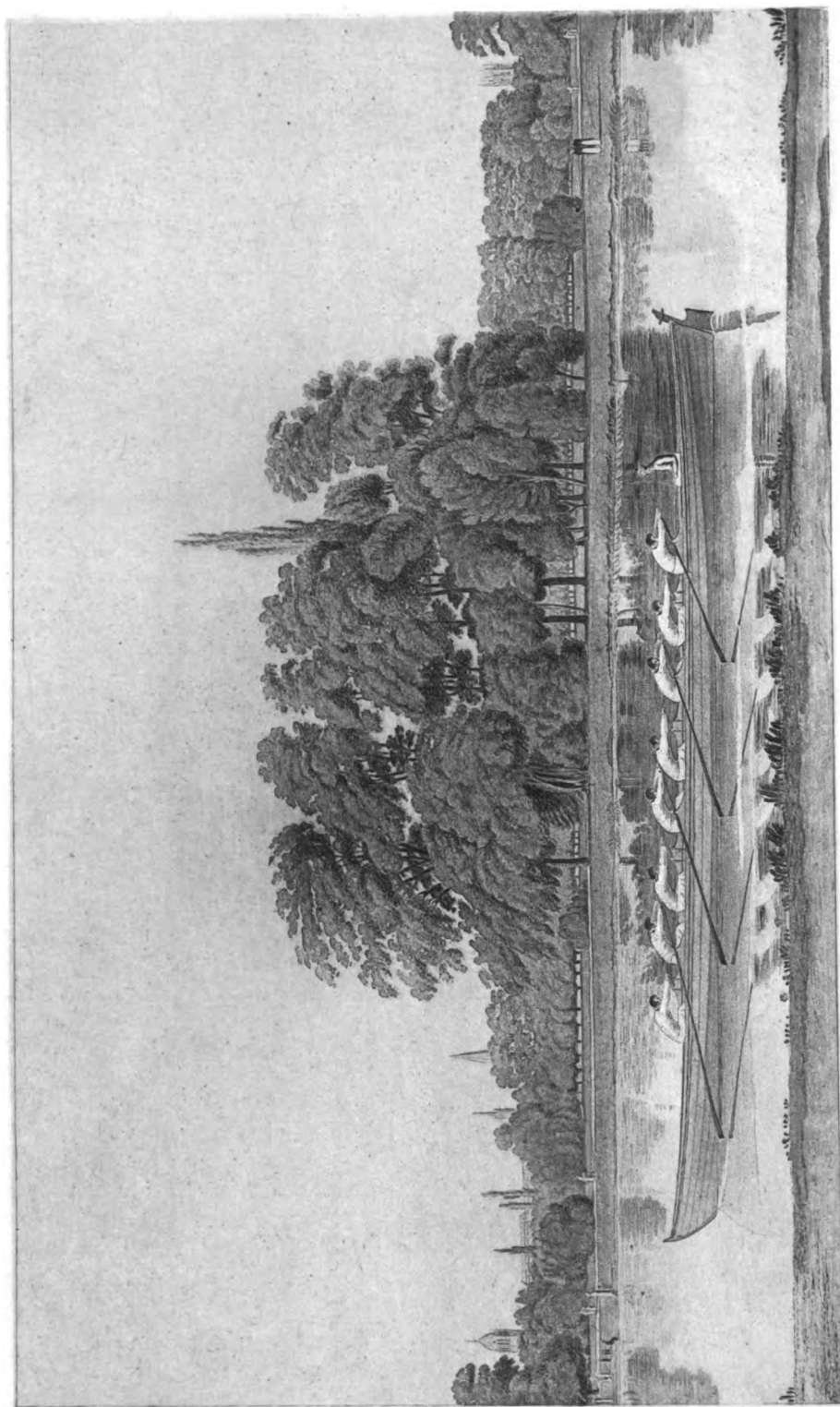






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*HÆC OLIM MEMINISSE JUVABIT*

RECORD OF THE  
UNIVERSITY BOAT RACE  
1829—1880  
AND OF THE  
COMMEMORATION DINNER  
1881

COMPILED BY THE HON. SECS. { GEO. G. T. TREHERNE, O.U.B.C.  
AND  
J. H. D. GOLDIE, C.U.B.C.

PRINTED BY . . . . . WM. SPOTTISWOODE, O.U.B.C., P.R.S.

*AT THE REQUEST OF THE COMMITTEE*

WITH ILLUSTRATIONS

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1883





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TO  
THE HONOURABLE  
SIR JOSEPH W. CHITTY, Knt., M.A.  
ONE OF H. M. JUDGES OF THE HIGH COURT OF JUSTICE  
CHAIRMAN OF THE UNIVERSITY BOAT RACE COMMEMORATION  
DINNER 1881  
AND OF THE UNIVERSITY CRICKET JUBILEE DINNER 1877  
DISTINGUISHED ALIKE AS AN UNIVERSITY OAR AND CRICKETER  
FIRST CLASS IN LITERIS HUMANIORIBUS A.D. 1851  
VINERIAN SCHOLAR 1852 FELLOW OF EXETER  
UMPIRE OF THE BOAT RACE FOR 23 YEARS  
FOR 17 YEARS AN OFFICER OF THE INNS OF COURT RIFLE  
VOLUNTEERS  
SOMETIME MEMBER OF PARLIAMENT FOR THE CITY OF OXFORD

THIS RECORD OF EVENTS  
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## PREFACE.

THE COMMITTEE regret the unavoidable delays which have hindered the earlier publication of this Record. In order to obtain even approximate accuracy in the various statistics (without which the book would have been valueless) much correspondence and labour was necessary, and the Compilers have been prevented by their professional duties from giving more than intermittent leisure hours to this their *πάρεργον*.

The result will, it is hoped, be found a fairly reliable statement of facts interesting to those who took part in them, and useful for reference in the future. The Compilers wish to acknowledge the kind and ready assistance they have received from all 'Old Blues' to whom they have applied, and without which their labours would have been comparatively nugatory.





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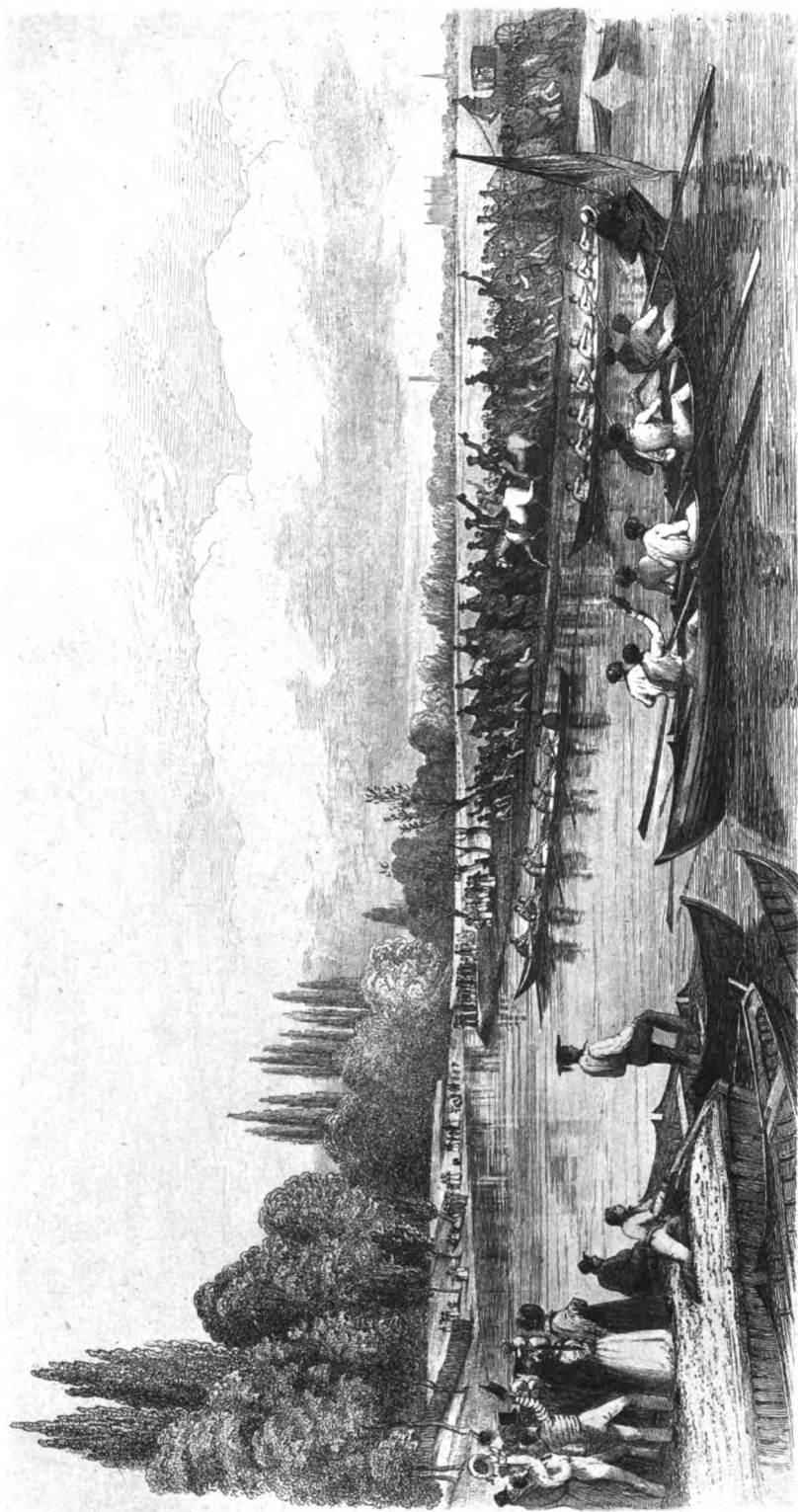
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## INTRODUCTORY STATEMENT.

B





## INTRODUCTORY STATEMENT.

THE PROPOSAL to hold a Jubilee Dinner in commemoration of the University Boat Race was, we believe, first mooted on board the Umpire's boat at the Putney race in 1879, being the fiftieth year from that in which the first Inter-University race was rowed. The subject was again discussed at the race in 1880, and met with general approval ; the chief difficulty being found in getting any one to take the lead, and also in the fact of there being already on the eve of the race two or more private gatherings of old oars, who might naturally be reluctant to break through their time-honoured custom. The event proved such fears to be groundless, the old oars in question cheerfully consenting to sacrifice their own interests to the public good. At length, early in the ensuing winter (of 1880), Messrs. Meade-King, A. L. Smith, and Treherne met at Mr. Kinglake's private residence, when it was resolved, before carrying the matter further, to consult Messrs. Chitty and Macnaghten, as representing the two Universities. These gentlemen so cordially approved of the scheme that at a subsequent meeting held at Mr. Treherne's house on December 17, 1880, at which Messrs. Meade-King, Kinglake, and Woodgate were present, it was resolved to take vigorous steps to carry the project into effect on the occasion of the ensuing Boat Race in the spring of 1881, and as a first step the following circular was issued :—

4 UNIVERSITY BOAT-RACE COMMEMORATION DINNER, 1881.

London: January 1881.

DEAR SIR,—Half a century having passed since the first University Boat Race, it was unanimously resolved at a meeting held on the 17th ult. that an effort should be made to bring together, at a Dinner to be held in London in the ensuing spring, the largest possible number of men who have taken part in the University Boat Race since the year 1829, when the first race was rowed.

It was also resolved that those whose names are appended be requested to act as a Provisional Committee to bring about this end ; and we shall be obliged by your kindly stating at your convenience, by letter addressed to J. W. Chitty, Esq., Q.C., M.P., 3 New Square, Lincoln's Inn, W.C., London, whether you are willing to allow your name to appear as a member of this Committee.

It is proposed that the Dinner shall take place on the eve of the next race, and it is considered that one meeting of the Provisional Committee, to be held in London, will be sufficient.

So far, all those who have been communicated with (among them several men who rowed more than a quarter of a century ago) have signified their hearty approval of the movement.

We remain, yours faithfully,

JOSEPH W. CHITTY.  
E. MACNAGHTEN.

PROVISIONAL COMMITTEE.

*Oxford.*

THE RIGHT REV. THE LORD BISHOP  
OF ST. ANDREWS.  
THE REV. T. STANFORTH.  
THE REV. W. ROGERS.  
THE REV. A. T. W. SHADWELL.  
THE REV. F. E. TUKE.  
E. C. BURTON.  
J. W. CHITTY, Q.C., M.P.  
THE REV. J. J. HORNBY, D.D., HEAD  
MASTER OF ETON.  
W. O. MEADE-KING.  
T. H. MARSHALL.  
A. P. HEYWOOD-LONSDALE.  
THE REV. E. WARRE.  
THE REV. R. W. RISLEY.  
G. G. T. TREHERNE.  
G. MORRISON.  
THE REV. W. M. HOARE.  
W. B. WOODGATE.  
M. M. BROWN.  
C. R. W. TOTTENHAM.  
W. WIGHTMAN WOOD.  
F. WILLAN.

*Cambridge.*

THE VERY REV. THE DEAN OF ELY,  
D.D.  
T. S. EGAN.  
THE LORD JUSTICE, SIR W. B. BRETT.  
J. M. RIDLEY.  
C. M. VIALLS.  
THE HON. MR. JUSTICE DENMAN.  
THE REV. F. M. ARNOLD.  
S. T. CLISSOLD.  
E. P. WOLSTENHOLME.  
E. MACNAGHTEN, Q.C., M.P.  
J. WRIGHT.  
H. R. MANSEL-JONES.  
E. H. FAIRRIE.  
R. LEWIS LLOYD.  
A. L. SMITH.  
J. G. CHAMBERS.  
R. A. KINGLAKE.  
W. R. GRIFFITHS.  
THE REV. W. F. MACMICHAEL.  
J. H. D. GOLDIE.  
JOHN B. CLOSE.  
C. W. BENSON.



# INTRODUCTORY STATEMENT.

5

## *Oxford.*

J. C. TINNÉ.  
S. D. DARBISHIRE.  
A. W. NICHOLSON.  
T. C. EDWARDS-MOSS.  
H. P. MARRIOTT.  
W. H. GRENFELL, M.P.

## *Cambridge.*

H. E. RHODES.  
C. GURDON.  
E. H. PREST.

Favourable replies having been received from all those named above, an Executive Committee was appointed, and the following circular was issued :—

## *University Boat Race Commemoration Dinner, 1881.*

February 7, 1881.

DEAR SIR,—It has been suggested that the trouble and expense of endeavouring to arrange a meeting of so numerous a body as the Provisional Committee may be avoided by writing to each member, asking his approval of the appointment as an Executive Committee of those whose names are appended. We shall be glad to know that you approve of this course, and of the names suggested.

We enclose what we believe to be correct and complete lists of all old oarsmen and coxswains, and shall be obliged by your looking it through, filling up such addresses left blank as may be within your knowledge, and returning it before the 16th inst., with any suggestions which may occur to you on the subject, to Geo. G. T. Treherne, Esq., 28 Bedford Row, W.C., London, who has kindly consented to act as Hon. Sec. *pro tem*.

JOSEPH W. CHITTY.  
E. MACNAGHTEN.

## EXECUTIVE COMMITTEE.

### *Oxford.*

THE REV. WM. ROGERS.  
W. O. MEADE-KING.  
THE REV. R. W. RISLEY.  
G. G. T. TREHERNE.  
W. WIGHTMAN WOOD  
T. C. EDWARDS-MOSS.

### *Cambridge.*

E. MACNAGHTEN, Q.C., M.P.  
A. L. SMITH.  
J. G. CHAMBERS.  
R. A. KINGLAKE.  
J. H. D. GOLDIE.

The proposal received an enthusiastic response from old Blues of all ages ; and at a meeting of the Executive Committee Messrs. Treherne and Goldie were elected Hon. Secs., and Mr. C. Gurdon, President C.U.B.C. 1879, was added to the Executive Committee, the Presidents for the year of the O.U.B.C. and C.U.B.C. were added to the General Committee, and Circular No. 3 was issued :—

6 UNIVERSITY BOAT-RACE COMMEMORATION DINNER, 1881.

*University Boat Race Commemoration Dinner, 1881.*

COMMITTEE.

*Oxford.*

THE RIGHT REV. THE LORD BISHOP  
OF ST. ANDREWS.  
THE REV. T. STANFORTH.  
THE REV. W. ROGERS.  
THE REV. F. E. TUKE.  
E. C. BURTON.  
J. W. CHITTY, Q.C., M.P.  
THE REV. J. J. HORNBY, D.D., HEAD  
MASTER OF ETON.  
W. O. MEADE-KING.  
T. H. MARSHALL.  
A. P. HEYWOOD-LONSDALE.  
THE REV. E. WARRE.  
THE REV. R. W. RISLEY.  
THE REV. C. G. LANE.  
G. G. T. TREHERNE.  
G. MORRISON.  
THE REV. W. M. HOARE.  
W. B. WOODGATE.  
M. M. BROWN.  
C. R. W. TOTTENHAM.  
W. WIGHTMAN WOOD.  
F. WILLAN.  
J. C. TINNÉ.  
S. D. DARBISHIRE.  
A. W. NICHOLSON.  
T. C. EDWARDS-MOSS.  
H. P. MARRIOTT.  
W. H. GRENFELL, M.P.  
THE PRESIDENT O.U.B.C.

*Cambridge.*

THE VERY REV. THE DEAN OF ELY,  
D.D.  
T. S. EGAN.  
F. C. PENROSE.  
THE LORD JUSTICE, SIR W. B. BRETT.  
J. M. RIDLEY.  
C. M. VIALLS.  
THE HON. MR. JUSTICE DENMAN.  
THE REV. F. M. ARNOLD.  
S. T. CLISSOLD.  
E. P. WOLSTENHOLME.  
J. COPLEY WRAY.  
E. MACNAGHTEN, Q.C., M.P.  
J. WRIGHT.  
H. R. MANSEL-JONES.  
E. H. FAIRRIE.  
R. LEWIS LLOYD.  
A. L. SMITH.  
J. G. CHAMBERS.  
R. A. KINGLAKE.  
W. R. GRIFFITHS.  
THE REV. W. T. MACMICHAEL.  
J. H. D. GOLDIE.  
JOHN B. CLOSE.  
C. W. BENSON.  
H. E. RHODES.  
C. GURDON.  
E. H. PREST.  
THE PRESIDENT C.U.B.C.

EXECUTIVE COMMITTEE.

*Oxford.*

THE REV. WM. ROGERS.  
W. O. MEADE-KING.  
THE REV. R. W. RISLEY.  
G. G. T. TREHERNE.  
W. WIGHTMAN WOOD.  
T. C. EDWARDS-MOSS.

*Cambridge.*

E. MACNAGHTEN, Q.C., M.P.  
A. L. SMITH.  
J. G. CHAMBERS.  
R. A. KINGLAKE.  
J. H. D. GOLDIE.  
C. GURDON.

23 Old Buildings, Lincoln's Inn, London, W.C.: March 7, 1881.

DEAR SIR,—Half a century having passed since the first University Boat Race, it was unanimously resolved, at a meeting held on the 17th December last, that an effort should be made to bring together, at a Dinner to be held in London in the ensuing spring, the largest possible number of men who have since (and including) the year 1829, when the first race was rowed, represented their University at Putney, Henley, or in the Thames Regatta.

INTRODUCTORY STATEMENT.

7

Subsequently, in response to a circular letter signed by Messrs. Chitty and Macnaghten, those whose names appear above consented to act as a Committee in furtherance of the project, with which they, in common with all to whom it has been mentioned, have expressed their heartiest sympathy.

Mr. Chitty has consented to take the chair at the Dinner, which will be held at the Freemasons' Tavern, Great Queen Street, on Thursday, the 7th of April next, being the evening before this year's Putney Race, which will be rowed early the next morning.

The Committee hope that you will make every effort to attend a gathering of such exceptional interest, and will inform us at your *earliest convenience* of your intention to do so.

The price of tickets (inclusive of all expenses) cannot yet be definitely ascertained, but will not exceed One Pound Eight Shillings. This and other full particulars will be duly announced.

A list of men whose addresses we have not as yet been able to obtain is enclosed, and we shall be obliged by any information you can give us about them.

Efforts are being made to arrange that an additional steamer for the use of those attending the Dinner shall accompany the Race.

We remain, yours faithfully,

GEO. G. T. TREHERNE, }  
J. H. D. GOLDIE, } *Hon. Secs.*

Circular No. 4 speaks for itself :—

*University Boat Race Commemoration Dinner, 1881.*

23 Old Buildings, Lincoln's Inn, W.C. : March 29, 1881.

DEAR SIR,—We have the pleasure to enclose ticket for this Dinner ; price, including wine, 1*l.* 8*s.*

The Dinner will take place at the Freemasons' Tavern, Great Queen Street, Lincoln's Inn Fields, on Thursday, 7th April, at 7 for 7.30 punctually. Please bring counterfoil of your ticket with you.

Tickets for the Special Steamer, Citizen 'A,' engaged to accompany the Race, price 12*s.* 6*d.*, can be obtained at the Freemasons' Tavern on the evening of the Dinner. The time of starting will be advertised in the *Times* the day before, and will be announced at the Dinner.

All tickets to be paid for on entering the room.

Yours faithfully,

GEO. G. T. TREHERNE, }  
JOHN H. D. GOLDIE, } *Hon. Secs.*

8 *UNIVERSITY BOAT-RACE COMMEMORATION DINNER, 1881.*

The Boat Race having been announced for Saturday, April 9, the Commemoration Dinner was fixed for the previous evening ; but subsequently Mr. Kindersley, the President of the O.U.B.C., attended a meeting of the Committee to suggest, on behalf of the two University Boat Clubs, that in order to enable the crews of the year to be present, the Dinner should be held on the day of the race, instead of the previous evening ; and with that view expressed the readiness of the crews to row the race on the Friday, instead of the historic Saturday. With every desire to gratify, if possible, the natural wish of the crews, the Committee felt compelled, after due deliberation, to adhere to their original intention of holding the Dinner on the eve of the race, whenever that should be, and notice to that effect was sent to the two Presidents. By this arrangement, visitors from a distance would be enabled to attend both the Dinner and the race at the expense of one night's residence in town ; an advantage which was felt to be of paramount importance to the success of the gathering. The Presidents, who throughout showed every disposition to sacrifice their own to the public convenience, adhered to the altered date of the Boat Race, viz., April 8, and the Dinner was accordingly fixed for the evening of Thursday, April 7.

Some difficulty was experienced in settling who should be considered entitled to attend the Dinner.

In the first instance it was proposed to confine the invitations to those who had taken part in the Putney race, but this rule, if literally adhered to, would have excluded the veterans of the first race in '29 (rowed at Henley), and might have given not unreasonable ground for disappointment to others who (the members of the famous Oxford 'seven-oar' for instance) had added leaves to the laurel crown of their U.B.C. on other waters than those of Putney, and in other races than Inter-University matches.

In the result, it was decided to extend the invitations to members of any crew (including coxswains) duly accredited by their U.B.C. (as shown by the records) to represent their University either at Putney,



Henley, or the Thames Regatta. This rule was, we believe, consistently observed. The Oxford crew which rowed for the Grand Challenge Cup at Henley in 1841, although entered as a University crew, could not, it was decided, be considered a representative University crew, as it did not appear in the records of the U.B.C. as such. A claim made on behalf of the Caius crew, which in 1844 had, as the head of the river, been deputed, in answer to a challenge from the town, to represent their University in the match which ensued, and in commemoration of which the Caius College Boat Club was authorized to add the University light blue to their Club colours, was disallowed, on the ground that the crew was not entered as a University crew on the records of the C.U.B.C.

Mr. J. Stuart Roupell, Umpire for Cambridge in 1829, Mr. Baumgartner, as Captain of the Caius crew above mentioned and as having rowed up to the day of the race in the crew which represented Cambridge University in the Thames National Regatta in 1844, and Mr. Edward Searle, the starter of every Putney race without exception, were specially invited by the Chairman, in accordance with the wishes of the Committee, and were present at the Dinner. The number of 'old Blues' answering to the above qualifications were found to be as follows :—

OXFORD.		CAMBRIDGE.	
Oars . . . . .	216	Oars . . . . .	221
Coxswains . . . . .	27	Coxswains . . . . .	21
	<u>243</u>		<u>242</u>
Dead . . . . .	37	Dead . . . . .	44
In the Colonies or abroad .	16	In the Colonies or abroad .	18
	<u>53</u>		<u>62</u>
Available total . . . .	190	Available total . . . .	180

Out of the 370 survivors at the time resident in Great Britain, 220 accepted ; but from unavoidable causes 20 were at the last moment prevented from coming, and 200 only sat down, not including Messrs. Roupell and Baumgartner. Of the absentees, 40 were clergymen who were detained by the duties of Lent.

C

The distinguished French Minister, W. H. Waddington, who rowed for Cambridge in 1849, wrote a very cordial reply to Mr. Chitty regretting that his official duties prevented him from attending. Every crew was represented by one or more men.

Of the 1829 crews, two Oxonians, Staniforth (No. 8) and Toogood (No. 5), and one Cantab, Merivale (No. 4), attended.

Of the six surviving oarsmen of the 'seven-oar,' four attended, viz. R. Menzies (No. 2), Royds (No. 3), Cox (No. 6), and Lowndes (No. 7). As will have been seen in the circular letters, a special steamer to accompany the race was engaged for the use of those attending the Dinner. Eighty-two old Blues applied for tickets, but only seventy-five actually went on board. Many others went on board the Umpire's steamer.

In view of the fact that a large proportion of Old Blues are members of one or other of the Inns of Court, it was thought not unreasonable to solicit the use of one of the halls for the purposes of the Dinner. Sir Arthur Hobhouse, who, although not himself an Old Blue, is a veteran oarsman, kindly undertook, as Treasurer of Lincoln's Inn, to use his influence to obtain the use of that Hall. But in the result, the Hall being required for the purpose of an examination, it was resolved that the Dinner should take place in the large hall of the Freemasons' Tavern, in Great Queen Street.

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*University Boat Race*  
*Commemoration Dinner*

1887.

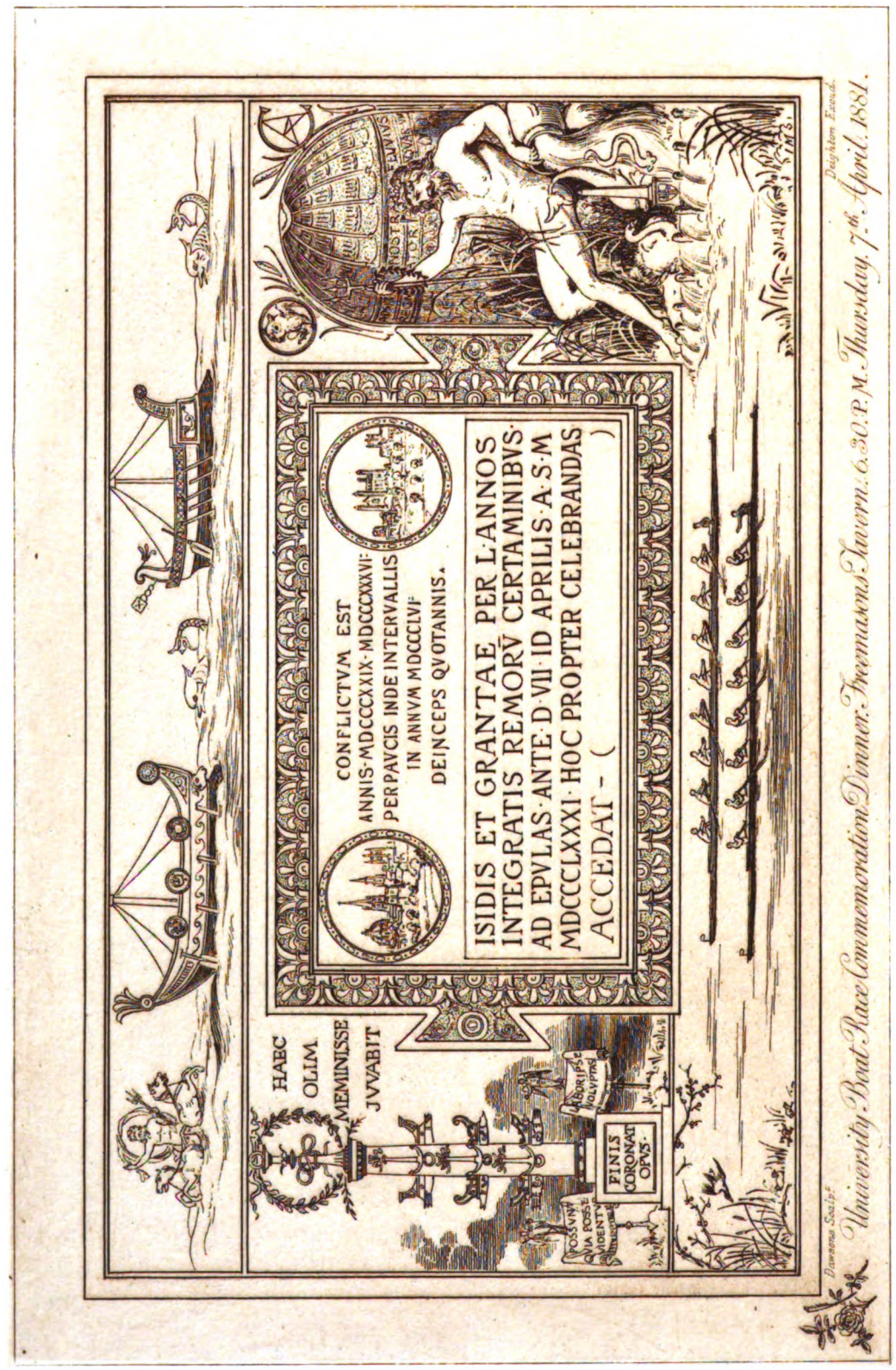
*Fremantles Tavern.*

*Good Queen St.*

*Thursday 7<sup>th</sup> April 1887.*

*6.30 P.M.*

*Admit.*





## THE DINNER.

C 2



## THE DINNER.

AS PROPOSED by the circular of March 29, the Dinner took place at 7.30 on Thursday, April 7. In the ante-room was exhibited a coloured engraving of the Oxford boat of '29, a copy of which has been made for the purpose of this work (see Frontispiece).

The Dining Hall itself was decorated with a remarkable collection of College Boat-club and School flags, comprising all the College Boat-club flags from the two Universities (26 in number), the Eton boat flags (7 in number), and those of most of the schools which have chiefly contributed to the crews, viz., Westminster, Harrow, Winchester, Marlborough, and Repton. The Rugby flag was unfortunately already required for that evening at a lecture given to the boys by 'Tom Hughes.' On the wall behind the Chairman were grouped the Eton flags, and under these, three specimen oars were placed, viz., an old John Cross oar from Oxford, a light blue oar of slender proportions and unknown antiquity, lent by Mr. Goldie, who had rescued it from the limbo of the University Boat-house during his Presidency of the C.U.B.C., and, in contrast to these earlier products of bygone days, one of the oars (No. 4) actually used in the Oxford boat at the Putney race of the previous year (1880). Over the high-pitched back of the chair was hung, '*Suspendisse potenti vestimenta maris Deo*,' the jersey worn by the veteran Bishop of St. Andrews in the '29 race, and sent by him as his special representative on the occasion. Mr. Toogood, it will be seen on reference to the speeches, improved upon this idea by

wearing his—a fact which, when announced by the Chairman in the course of the evening, fairly 'brought the house down.'

In front of the Chairman was placed a neatly finished model of the 'seven-oar,' constructed out of the timbers of the boat, and lent for the occasion by Mr. Randall. This was decorated for the nonce by two small silk flags, the one being that carried by the Chairman in the bows of his victorious ship in 1852, the other flown by Mr. Goldie in his victories of 1870, 1871, and 1872. The Chairman sat in the centre of the high table (as will be seen on reference to the plan on the opposite page) placed along the side of the room, and at right angles to the other tables. He was supported on his right by the Rev. T. Staniforth, stroke of the victorious Oxford crew in the first race, and on the left by the Dean of Ely, the sole representative present of the Cambridge crew of the same year. For the rest, the crews were arranged in chronological order, the two crews of each year being placed as nearly as possible opposite to each other.

A reference to the plan of the tables will show precisely where each man sat, and other details of the arrangements.

It was decided not to admit reporters to a Dinner which was considered to be essentially a private gathering of old friends, but a shorthand writer was in attendance to take notes of the speeches.

# OXFORD & CAMBRIDGE COMMEMORATION DINNER, 1881.

## PLAN OF THE TABLES.

1871 to 1874																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													</
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## THE SPEECHES.





LIBRARY  
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COMMEMORATION DINNER

·1881·



·HENLEY·

·WESTMINSTER·

FREEMASONS' TAVERN GREAT QUEEN ST

·THURSDAY · 7<sup>TH</sup> APRIL · 1881 ·

J. W. CHITTY Esq Q.C. M.P.

IN THE CHAIR



·PVTNEY · MORTLAKE ·







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IN THE CHAIR



·PVTNEY · MORTLAKE ·





ἄνταρ ἐπεὶ ΠΟΣΙΟΣ καὶ ΕΔΗΤΥΟΣ ἔξ ἔργον ἐντο."

Sherry, Amontillado.

Rhine Wine.  
Rüdesheimer, 1874.  
Chablis.

Champagnes.  
Pommery Greno,  
Extra sec } 1874.  
Sec

Liqueurs.

Claret.  
Cos d'Estournel, 1875.

Port.  
Sandeman's, 1842.

Brown and dry Sherries.

Clear Mock Turtle. Purée of Green Peas.  
Spring à la Sévigné.

Salmon, Lobster Sauce.  
Turbot, Dutch Sauce.  
Filets of Soles à la Maître d'Hôtel.  
Whitebait, plain and devilled.

Kromeskys à la Russe.  
Sweetbreads à la Jardinière.  
Mutton Cutlets with Mushrooms.

Roast Capons with Spaghetti.  
Ham and French Beans.  
Boiled Fowls. Tongues and Spinach.  
Saddles and Haunches of Mutton.  
Salades à la Française.

#### SECOND COURSE.

Guinea Fowls. Chips. Asparagus

Fruit Jellies. Peaches à la Condé.  
Baba Cakes au Rhum.  
Iced Puddings.

Desserts.

ἤδη μὲν δαιτὸς κεκορήμεθα θυμὸν εἴσης



ἔξ ἔργον ἐντο. "ΜΟΛΠΗ τ' ορχηστὺς πε· τὰ γὰρ τ' ἀναθήματα δαιτός."

of Green Peas.  
igné.  
Sauce.  
auce.  
ître d'Hôtel.  
devilled.  
usse.  
dinière.  
ushrooms.  
paghetti.  
beans.  
nd Spinach.  
f Mutton.  
aise.  
E.  
Asparagus  
la Condé.  
m.

PROGRAMME OF MUSIC

TO BE PERFORMED BY

THE BAND OF THE GRENADIER GUARDS,

UNDER THE DIRECTION OF MR. DAN GODFREY.

---

OVERTURE . . . . .	Belisario . . . . .	Donizetti.
SELECTION . . . . .	Faust . . . . .	Gounod.
VALSE . . . . .	Songs of the Thames . . .	Gung'l.
SELECTION FROM OPERAS . . . . .	Mozart.	
MARCH . . . . .	(Op. 51) . . . . .	Schubert.
CORNET SOLO . . . . .	The Lost Chord . . . . .	Sullivan.
MR. C. KNIGHT.		
POT-POURRI of English National and Nautical Melodies.		
SELECTION . . . . .	H.M.S. Pinafore . . . . .	Sullivan.

ἔϊσῆς φόρμιγγός θ', ἢ δαιτὶ συνήροός ἐστι θαλεΐη.



Κοῦροι μὲν κριτῆρας ἐπεστέψαντο ποτοῖο.

# SPEECHES AND MUSIC.

THE QUEEN.

THE PRINCE OF WALES AND THE REST OF THE  
ROYAL FAMILY.

THE ARMY, NAVY, AND AUXILIARY FORCES.

THE CHURCH, THE BENCH, AND THE BAR.

"The Red Cross Knight." *Calcott.*

SUCCESS TO THE UNIVERSITY BOAT RACE.

"The Tar's Song." *Hatton.*

THE FATHERS OF THE RACE.

PROPOSED BY THE HON. MR. JUSTICE DENMAN.

"Fathers of Heroes." *Calcott.*

STROKES AND COXSWAINS.

"Row, Brothers, Row." *Canadian Boat Song.*

PRESIDENTS AND COACHES.

"The Chough and Crow." *Bishop.*

THE STARTER.

"Here in Cool Grot." *Lord Mornington.*

THE EXECUTIVE COMMITTEE.

"Good Night." *Hatton.*



ΚΡΑΤΗ ΕΛΛΑΔΟΣ

Καὶ τότε διησπείοντες ἔβαν κλισίην δὲ ἑκάστος.

Engraved and printed by the Typographic Etching Company.

## THE SPEECHES.

J. W. CHITTY, ESQ., Q.C., M.P., IN THE CHAIR.

THE CHAIRMAN (who was received with loud cheers).—Gentlemen, the first toast which I have the honour to propose is the health of 'Her Majesty the Queen,' who, I need hardly say, by the manner in which she has performed the arduous duties of her exalted station, has ennobled the Crown of England and added stability to a throne which stands foremost amongst the most ancient and illustrious thrones of Europe, and by her private and domestic virtues has gained the affections of her people and rendered her name a household word in the families of all her subjects. The oarsmen of the two great Universities have never been deficient in their loyalty; and I beg, therefore, to ask you as good oarsmen of the Universities to drink this toast with the enthusiasm it deserves. (The toast was drunk amid loud cheers.)

The CHAIRMAN.—Gentlemen, the next toast which I have to propose is the health of the 'Prince and Princess of Wales, and the rest of the Royal Family.' The Prince of Wales, as we all know, is ever willing to do his duty, and takes a graceful part in all public ceremonies that require his presence. You may remember—I think I am right—that the Prince first appeared as a spectator at the University Race in the year 1864, and since that time he has been a constant spectator of the great aquatic contest, adding lustre to the scene by his presence. Both Universities may equally make a claim to him, for he was educated at both; and neither can lay an exclusive claim to His Royal Highness.

D

I ask you to drink this toast with all the honour which it deserves.  
(The toast was drunk amid loud cheers.)

The CHAIRMAN.—Gentlemen, before proposing the next toast, let me say one word as to the course of our proceedings to-night. Many gentlemen will, no doubt, have to leave soon, and get up at an early hour to-morrow morning. I desire, therefore—and I hope I shall have your indulgence in that respect—to compress the observations I shall have to make into the smallest possible compass compatible with my duty as Chairman.

Gentlemen, I now beg to propose the toast of the ‘Army, Navy, and Auxiliary Forces.’ (Cheers.) The Army, as we all know, is called upon at a moment’s notice to leave these shores for any distant part of our great Empire. Afghanistan, Zululand, and the Transvaal have lately been the scenes of some victories and some reverses, too ; but as Englishmen we do not feel—at least I do not—that the British soldier has anywhere been disgraced. (Cheers.) If some men would say that, during the recent campaign, Sir George Colley may have shown something approaching to rashness, he at least displayed all the qualities of a brave English gentleman ; and I, for one, think that all criticism should be silenced when we remember the noble manner in which he met his death with his face to the enemy. I have great pleasure in connecting with this toast my old friend and comrade whom I see amongst us—Lieutenant-Colonel Buller, of the Grenadier Guards. He was one of the winning crew in 1852. I recollect also he distinguished himself in law as well as modern history in the schools at Oxford.

Gentlemen, I should also say one word for the Navy. The naval constructors seem to be in the same sort of difficulty that we rowing men, on a smaller scale, have to encounter ; they are still looking out for the best type of a fighting ship, and we have not yet discovered—I do not know what my older friends may say about it—the best form of racing craft. It has occurred to me that we all belong to the Navy here to-night, and that it would be almost invidious to call upon any gentleman,



however distinguished, to return thanks for the Navy of England ; but I am happy to say we have here to-night a gentleman who not only was a first-rate oarsman in his younger days, but I believe is one of the few who can still translate with accuracy the Greek phrases which appear at the bottom of our invitation card. (Cheers and laughter.) He is a gentleman who has been connected through his relations with the Navy of England. His father was the Admiral on the Pacific Coast ; and Admiral Geoffrey Hornby of the Mediterranean Fleet, whose evolutions in the vicinity of Constantinople we all watched lately with such great interest, is his brother. I need hardly say I mean my old bowman in many a pair-oared contest, Dr. Hornby, the Head Master of Eton. (Loud cheers.) I will give you his rowing honours, but I need not read the list of his University honours. He rowed at Putney in 1849, and at Henley in 1851. I am afraid I should make him too vain if I mentioned the other honours he has gained.

Then, gentlemen, there remains that great national and domestic force, the Militia, and I have great pleasure in connecting with this toast the name of Colonel Wray, who has the honour of having rowed stroke at Putney in the Cambridge boat twice in the same year—1849—a unique honour. With the Volunteers—that great force which I believe could supply no less than six or seven infantry *corps d'armée*—I would couple the name of Major Edmund Warre, better known as Bellum or Duellum Warre. He was not only distinguished at Eton as the Newcastle scholar, but I have before me the list of honours he gained at the University of Oxford, which I will not read. He rowed in 1858 and 1859 at Putney, and in 1857 and 1859 at Henley, and he is that remarkable man who keeps a great nursery at a place on the Thames near Windsor called Eton, from which he sends some of the best oarsmen the Universities can boast of. Whether I should call it a nursery or a training school for oarsmen I do not know. I beg to couple his name with this part of the toast. Somebody has written 'Reverend' against his name, but I think that must be a mistake.

(Laughter.) I ask you, gentlemen, to drink this patriotic toast, coupling with it the various names I have had the honour of mentioning to you.

(Loud cheers.) (The toast was drunk amid loud cheers.)

LIEUTENANT-COLONEL BULLER.—Mr. Chairman and gentlemen, in the first place I must beg you not to leave me unsupported with regard to the toast which has been so cordially received. The Navy and the Auxiliary Forces are as yet unrepresented. However, to proceed to the smallest part of my task, I beg to return thanks at this great gathering for the honour you have done the British Army in so cordially drinking its health. I must follow the example of our Chairman, my former Captain, with regard to time, but I should nevertheless be ungrateful, feeling as I do with regard to the position of the British soldier, if I did not recognise what has been said so kindly with reference to the late Sir George Colley. I have the good fortune to know that a more gallant attempt, although unsuccessful, was never made against an enemy. His intention was to relieve the isolated garrisons, but, unfortunately, he undertook what it was impossible for any man to accomplish. Gentlemen, I will say no more than to return my heartfelt thanks for the honour you have done the British Army. At every gathering of Englishmen, not only the officers, but the private soldiers are included in this honoured toast. (Loud cheers.)

The REVEREND DR. HORNBY (Head Master of Eton).—Mr. Chairman and gentlemen, in calling upon me to respond on behalf of the Navy, you have put upon me a rather difficult task. I thought just now, when Mr. Chitty began to speak, he was going to do something worse than call upon me to return thanks, for he threatened to ask me to translate some Greek to you. That is a very difficult task at all times, and certainly almost impossible after dinner. (Cheers and laughter.) With regard to the Navy, my qualifications for returning thanks for that splendid service are very slender. The most adventurous voyages I have ever made have been between Dover and Calais, and I cannot say that on those occasions I ever conducted myself in

such a way as to be a credit to the service. (Laughter.) I heard the other day some one asked whether a certain man was a clever man, and the answer was, 'Well, he has lived with clever men.' Although I am not a sailor, I have lived with sailors a great deal. Mr. Chitty has alluded to that in very kind terms, and I need not dwell upon it except to say that my experience is they are the best fellows to live with you can possibly have. They are always willing to do their duty cheerfully, and I think they have learned the habit of sinking all thoughts of self, and undertaking any work that may come before them with the single thought of the honour and good of the service. (Loud cheers.) We are sometimes called ancient mariners ourselves, and we have something, I think, in common with that spirit, which I have ascribed to the Navy, derived from our early training. Every rowing man has to think of the crew and not of himself. I hope we shall never forget the lessons we have been taught, but always consider it a pride to row in any part of the boat, or to do anything we can for the honour of the body which at any time we may represent. (Loud cheers.)

LIEUTENANT-COLONEL WRAY.—Mr. Chairman and gentlemen, I have the honour to return thanks for the Militia branch of Her Majesty's service. We are told that certain changes will take place which will bring us more closely in connection with the Line. From what I have heard among Militia officers, I think every change which is likely to make us more efficient and more practically useful will be welcomed by us. As in time past, we have in time of war given many individual recruits, and have volunteered by regiments to take the place of the Line regiments in the Mediterranean, so I feel certain that at any future time when our services may be required we shall be willing to come forward. I am also certain—judging from what I know of the men and their willingness to work—that with no large amount of preparation they would be not altogether unworthy to take their place beside their brethren of the Line. (Loud cheers.)

MAJOR WARRE.—Gentlemen, I have to return thanks to you on

behalf of the Volunteers. It is, perhaps, somewhat superfluous, seeing that the Auxiliary Forces cover both the Militia and Volunteers, for me to reply on their behalf. I think all that has been said by Colonel Wray as to the Militia is true with regard to the Volunteers; and I believe if they should be wanted, and you gave them time for preparation, they would not dishonour themselves alongside the Line. I have the honour to command a peculiar and yet a distinguished corps, in which I may say the chief work is to train those who afterwards will be—many of them at least—officers in all the services. I am glad to say that from the ranks of that corps have gone forth men, not only capable of doing their duty, but men who have done it; some of whom, members of that corps, and no mean oarsmen either, have died as soldiers should before the enemy. (Loud cheers.) I will also say, turning to a more congenial topic to-night, that I am very glad to see around me, as I do here, old members of the Eton Volunteer Corps, who afterwards were members of the crew of their University—not a few of them. I venture to think that the same habits of discipline which were inculcated in the ranks of the corps are found still in the members of University crews, for the lessons taught to both are, so to speak, similar. As we have been warned by our Chairman to be brief, I will say no more than to thank you very kindly for the enthusiastic manner in which you received this toast. (Cheers.)

The CHAIRMAN.—Gentlemen, the next toast I have to propose is that of the Church. I do not propose to make a speech on that subject, but would rather draw your attention to the close relation which the University crews have maintained with the Church. You will find how great a support the 'Church' has derived from the oarsmen who have rowed from time to time for the two Universities.<sup>1</sup> The total is no less than 173 from Oxford and Cambridge taken together. Oxford comes out here with a majority, but Cambridge, as you will hear presently, takes the lead in many other matters. Oxford has furnished 103

<sup>1</sup> When the statistics given by the Chairman differ from those appearing in later parts of the record, the latter, as being the result of further investigation, are to be preferred.

clergymen as against 70 from Cambridge. The first crew of 1829—I am not going to trench upon another toast which will be proposed presently—produced no less than two bishops and three deans. There is Bishop Wordsworth, the Bishop of St. Andrews, who, I am sorry to say, is not here to-night. He rowed in 1829, and played cricket for the University of Oxford against Cambridge in 1827. He appears to have been a first-class man, and won the prize for the Latin Essay, and obtained various other honours, which I see are attributed to him. As I have said, he is not here to-night personally, but I have something behind me on my chair which will serve to remind us of him. I will hold it up for your admiration—*this* is the jersey in which the Bishop rowed in 1829. (Cheers and laughter.) Another member of the crew of 1829 has brought his jersey here to-night, and he has ‘got it on.’ (Cheers and laughter.) Gentlemen, going through the Oxford Bishops, there is Macdougall, the Bishop of Labuan, of King’s College, London, who rowed in 1842 from Westminster to Putney. Then among the high dignitaries of the Church I may call to your recollection Garnier, the late Dean of Lincoln, who rowed in 1829, and Fremantle, the Dean of Ripon, who steered in 1829. Then, passing on through the Oxford list, there come Lowndes, now Canon of Worcester, who rowed bow in the seven-oar crew at Henley in 1843; Bourne, Canon of Gloucester, who rowed from Westminster to Putney in 1842; William Stapylton, now Canon of Rochester, who rowed in 1844, 1845, and 1846 at Henley, and from Putney to Mortlake in 1845 and 1846. Then there is Milman, a great oarsman of his day; Tahourdin, Minor Canon of Windsor; Arch-deacon Hobhouse; E. S. Carter, Minor Canon of York; Canon Awdry, and a host of others whose names I cannot recollect. Now I come to Cambridge, and I will mention first of all the name of the greatest missionary certainly our age has ever seen, if not any age that has gone before—I mean George Augustus Selwyn. (Loud cheers.) All his other honours at the University were merged in his great work in life. He, as all of you know, was not only Bishop of New Zealand, but afterwards Bishop of Lichfield. His son, John Selwyn, was stroke in

the Cambridge eight in 1864 at Putney, and rowed again for his University in 1866, and is now the Bishop of Melanesia. I have gone through the Bishops of Cambridge, but I have now to mention the name of Merivale, the Dean of Ely, a first-class man and senior optime. He was Select Preacher at Cambridge in 1838, Whitehall Preacher in 1840, and afterwards Chaplain of the House of Commons, and is well known as the author of the 'History of the Romans under the Empire.' But probably the greatest thing connected with him is that he was one of the crew that rowed at Henley in 1829. (Loud cheers.) I have not attempted, and will not attempt, to give you a list of the eminent Churchmen who have come from the University crews; I have mentioned a few names that occur to me by way of example and illustration. One more I ought to name, and I will ask him to respond to the toast; that is the Queen's Chaplain in Ordinary. He rowed for Eton, and for the University, and is now the Rector of Bishopsgate and Prebend of St. Paul's. He is one of the most remarkable men here present to-night. If what happened to him last year had happened to any of us, we should not have been here this evening. His horse fell on him and almost crushed him; yet he has so far recovered as to be able to attend here to-night: he is still the good man who thought of schools in his own parish in the poorer districts of London before the schoolmaster was abroad. I beg to couple with this toast the name of the Rev. William Rogers, Chaplain in Ordinary to the Queen. (Loud cheers.) (The toast was drunk amid loud cheers.)

The REVEREND WILLIAM ROGERS.—Mr. Chairman and gentlemen, I consider it a great compliment to be selected on the present occasion to return thanks for the Church. I am not here as a Bishop. Unfortunately I have no apron to cover certain parts of my body, nor have I a mitre to place on my head. (Laughter.) At the same time I am a devoted servant of the Church, and also a great friend of rowing. I am glad to find from what the Chairman has said in proposing this toast that it does not mean the Church militant which we know so much of from



our friends the judicious Hooker and Burnet on the Thirty-nine Articles, whom we all know so well in the scholastic line, though we do not know them in the aquatic. I do not see why we should not, considering they were the successors of the gallant crew who formerly rowed on the Lake Genesaret. I think this is a most appropriate toast, considering how many of the rowing men have sacrificed themselves in the course of their duty as clergymen. I can mention two names which will appeal to the hearts of everyone present as one does to my more immediate friends around this table—my old colleagues in the boat: first, Mountain, who rowed two races as bow in the Oxford boat, and who, unfortunately for all his friends, died in New Zealand as a missionary doing his duty; and, secondly, Patteson; and I have no doubt others can supply the names of men who have undergone similar privations and dangers for the sake of the Church. It is an unfortunate thing that the clergy are subject to that which weighs deeply on them, namely, that although they are sporting in their feelings and instincts, they cannot indulge in those tastes. If an unfortunate clergyman goes to Newmarket he is obliged to sneak in by the back way. (Loud laughter.) If he goes out hunting the Bishop pursues him to the death. (Laughter and cries of 'No, No.') Certainly the Archdeacon does allow him to play croquet and lawn tennis, because he has an opportunity of flirting with the Archdeacon's daughters. (Laughter.) The only thing that remains common to the country and town parson in the way of sport is the Boat Race, and they look forward to that with the greatest desire and expectation. I am disposed to think it is a very good thing indeed that the clergy do take that interest in the Boat Race, because it maintains the good character of the race and of the sport. I was walking last year on the Embankment at the time of the Boat Race, and saw an enthusiastic man rushing about almost tearing his hair. I said, 'My friend, what is the excitement?' He said, 'Sir, the Boat Race.' I said, 'What does the Boat Race matter to you?' He said, 'Sir, I do not care a bit for Oxford or Cambridge; I never heard of them except

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in this way ; I don't even know where they are ; but this I do know, that it is a fair and honest race, and therefore me and my pals take it up and sympathise with it.' (Cheers.) I believe that the proper part of the clergy to take as old oarsmen is to come up to the race, and so contribute to the keeping up of its character. It is a great thing to have the black mixed with the blue in your colours. I do not say in your doses, but black cloth and blue silk. (Laughter and loud cheers.)

The CHAIRMAN.—Gentlemen, I have now to propose the next toast which comes appropriately after that of the Church—it is that of the 'Legal Profession.' Perhaps the connection between the Church and the Legal Profession has been rather too close of late years. Gentlemen, next to the Church, the Law seems to absorb the greatest number of the rowing men of the University crews. According to the latest statistics, the Legal Profession has carried off 78 men. Oxford comes out not so well in this matter as in some others. Oxford claims only 22, while Cambridge reckons 41. Those, I should say, are Barristers only. The Solicitors, who make up the total of 78, are about equally divided between the two Universities. We have here to-night some distinguished lawyers, and I am happy to mention among the first, Lord Justice Brett (loud cheers), a judge of the Court of Appeal, before whom I often have the honour of speaking. It does not fall to my lot to speak so familiarly of him in Court as I am at liberty to do to-night. I find that he was a distinguished man at his University. He was senior optime and a member of Caius College. He rowed in 1839 from Westminster to Putney, and in 1837 and 1838 he rowed against Leander. I have often noticed in the learned Judge that he is not only possessed of great knowledge of law, but if there is one thing which distinguishes him above all others it is his love of fairness. I was unable to understand whence arose his detestation of iniquity in any shape, until a friend of mine gave me the particulars of what occurred in the year 1838, when Paddy Noulton steered his crew. I suppose the learned Judge heard so much of what occurred on that occasion that he

determined afterwards never to countenance unfairness. The race, according to impartial testimony of a contemporaneous historian, 'resulted in a series of fouls from the beginning to the end.' (Laughter.) We have also another highly distinguished Judge here, the Honourable George Denman. One of the many feathers he wears in his cap is of first classic in the year 1841. He rowed in the years 1841 and 1842. He was a Member of Parliament for Tiverton for many years, and I have it on the best authority that he rowed no less than 101 races, and of those he lost only thirteen. (Loud cheers.) I think the man who has done that has well earned his position as a Judge. (Laughter.) There are a great many Q.C.'s, of whom the first to be named is Mr. Vaughan Richards, who rowed from Putney to Westminster in 1841. Then there is my friend Mr. Edward Macnaghten, who is well known to the Cambridge men. Really, I begin to feel a little bit jealous for Oxford, for he is another man who came out as senior classic of his year, and won the sculls at Henley. He also obtained the University Scholarship, and I do not know what other honours besides ; but, above all that, the best thing to be said of him is that he is one of the truest gentlemen I have the honour to know. (Cheers.) Then there is Mr. Wolstenholme, a well-known oarsman, now one of the Conveyancers of the Court—a man who knows how to transfer land from one to another. Then there is Mr. Cowie, who, I believe, has been doing some work at Oxford lately, as Commissioner, they say (laughter) ; but I do not see him amongst us to-night. Then there is Mr. Nicholson, who is better known to me as 'Black Nick.' Then come Mr. Mansel Jones, a famous stroke, Mr. De Rutzen the magistrate, Mr. Wightman Wood, and Mr. Kinglake ; and Mr. Woodgate, who has rowed more races and won more races than anyone. I do not intend to go through the list of all these honourable men, but I may mention my old pupil, Mr. A. L. Smith—a First Trinity man, who rowed in 1857, 1858, and 1859 at Putney, and in 1858 at Henley. It was said that he could not swim. He was in the crew of 1858 when they went down. I was there myself

and watched him with the greatest anxiety. Of course he ought to have been drowned (loud laughter), but from what I hear he seems to be reserved for a higher fate, and some day or other may be in a more exalted position ; he is certainly on the way, because, unless I am mistaken, his right title is 'the Attorney-General's Devil.' (Laughter.) I think I have said enough to show that the Legal Profession has done well by rowing, and rowing has done well by the Legal Profession. I beg to call on Lord Justice Brett to return thanks for the Bench, on Mr. Vaughan Richards for the Bar—the Inner Bar as we sometimes call it—and I should like to have the pleasure of hearing Mr. A. L. Smith respond for the Outer Bar. (Loud cheers.) (The toast was drunk amid loud cheers.)

LORD JUSTICE BRETT.—My Lord Mayor—(loud and continued laughter)—Gentlemen, I beg pardon for beginning with a mistake, but there was an episode at dinner on the right and left hand of the Chair that made me think for the moment we were at the Guildhall. I will begin again by mentioning a name that we love better than any Lord Mayor—Mr. Chitty. Mr. Chitty and Gentlemen, I feel some diffidence in speaking in the presence of many who are older and better than myself. You may be surprised at that ; but as I am only between sixty and seventy, there are many who are older, and who certainly look better than I do. You ask me to return thanks for Her Majesty's Judges. They are a venerable body (laughter), and considering that only two of them have been in University crews, they live to a good old age. I think they deserve some thanks at your hands, because whenever a young man rises before them whom they do not know, I can testify that, being ready after their manner to treat him with considerable ill-nature (laughter), it has only to be mentioned to them that he has been a member of a University crew, and they immediately say to each other, 'This must be a good fellow, and he is sure to argue well.' And, gentlemen, he generally does argue well. I have more particularly to return thanks to-night for myself and my Brother Denman. I

believe we were made Judges because we had been members of University crews. (Cheers and laughter.) That, perhaps, may require a short induction of reasoning. I will begin by telling an anecdote which I am fond of telling when I meet boating men. On the first night that I ever rowed in a race at Cambridge, I rowed in the Caius College boat behind the First Trinity, and we happened on that night to become the head of the river. A young man in the boat which had won began to cheer, and was bonneted forthwith, and was told that nobody cheered in the presence of the persons he had just beaten. On that night at Caius College we had, as you may suppose, a temperate supper. (Laughter.) In the midst of some noise we heard a voice in the street which was the voice of the captain of the First Trinity boat, who is here to-night, my dear friend Sir John Keane, and his voice said, 'You seem to be very jolly up there, but you have it all to yourselves. Why am I not to come in?' He came in to our party, and you may guess the manner in which he was received. I cannot describe it. It seems to me that those two anecdotes show that the boating at Cambridge—the rowing at Cambridge—taught us generosity. (Cheers.) I think we have all felt the maddening excitement of the moment before the start; we have all felt that sinking of the heart for a moment at the end of the first mile; we have all felt that impetuous rush of the blood which meant that we would not be beaten, and I think that shows that our boating career taught us perseverance and energy; and perseverance and energy, and much more, a manly generosity, make, as far as my experience goes, everybody succeed in any career in life. (Cheers.) These are good reasons why one should love our old boating career, but they are not the real reasons why the old people are here to-night. We recollect to-night the exulting joy of youth and health which made boating the best period, or the most joyous, period of our lives, and year by year as dear young fellows row, like those who will row to-morrow, that memory gladdens our hearts and warms our blood. We have no right to-night to say which side we hope will win to-morrow, because that might

bring amongst us a division of wishes ; but this we may all wish, that to-morrow they will have a finer day for the race than any they have had for the practice, and we can all say 'God bless them,' and wish for them as much happiness in their future career as we ourselves have experienced. (Cheers.) Gentlemen, on the part of Her Majesty's Judges I beg to thank you most heartily for the manner in which you have received this toast.

MR. VAUGHAN RICHARDS, Q.C.—Mr. Chitty and gentlemen, it is forty years since I had the honour of rowing No. 2 in the Oxford crew, which will be well recollected, no doubt, by my old friend John James Thomas Somers Cocks, whom I see sitting here to-night, and who rowed stroke on that occasion. Those forty years have gone with their few realised expectations and their many disappointed hopes. I have the honour of returning thanks for that portion of the Bar which is called the Inner Bar. In some respects a career at the Bar resembles the University Race. The course is open to all alike, and I honestly believe the best man wins. Permit me, with an earnest desire that the best man may win the race to-morrow, to nourish in my bosom the humble hope that the Oxford crew may prove the better men. I cannot so divest myself of my regard for my Alma Mater as not to encourage the hope that victory may attend the Oxford crew. The balance is so near between the two crews, that whilst every Cambridge man is bound to hope Cambridge will win—and I fully accord him that right—on the other hand, I distinctly hope that Oxford may be just in front at the finish. On behalf of the Inner Bar, as Mr. Chitty has termed it, I beg to return thanks for the honour you have done us. (Cheers.)

MR. A. L. SMITH (who was received with loud cheers).—Mr. Chitty and gentlemen, I cannot really understand why I have been coupled with this toast this evening. I look around me and see many of my contemporaries, and I am very glad to see them ; but I really do not think that I have lost more races or have caught more crabs than they have, and still I am selected for this enviable position of returning thanks for the Outer Bar. There are many members of the Outer



Bar who are more distinguished than I am, and why Mr. Chitty singled me out I do not know, except that I may perhaps remind him that I was his first pupil. We have hanging on the Chair an ancient relic. (Laughter.) We can see from what our Chairman has already said that he has many statistics before him, and many more in his pocket no doubt for the next toast, the toast of the evening, which is 'Success to the University Boat Race.' Now I do not wish to delay this toast by taking up your time. I notice our Chairman has two dark blue oars and one light blue oar behind him. (Laughter.) He said, as regards Bishops, his University had the best of it. As regards lawyers, I believe our University has the best of it; and I should like, if I may be allowed, to ask our Chairman this question, and perhaps he will consider whether he can answer it satisfactorily or not, and if not, I will repeat the question on some other occasion, which University has caught the most crabs? (Laughter.) I shall pause and see whether he answers that satisfactorily. Gentlemen, on behalf of the Outer Bar, I beg to return you my most sincere thanks.

The CHAIRMAN.—Gentlemen, the next toast I have to propose is the toast of the evening; and that is to wish 'Success to the University Race.' It has been some regret to me and to others that it was not possible to hold this entertainment at a time when the crews that will be engaged in to-morrow's contest could attend; but it was considered, and, as I think, rightly considered, that we were more likely to secure such a gathering as we have here this evening if we did not put the older generations to the difficulty and trouble of spending two nights in London. (Hear, hear.)

Now, in speaking to this toast, I beg to say that this is not, as has been stated by several gentlemen who have been corresponding on the subject, in any sense a public banquet; it is rather a social private gathering of old friends who have taken part in the great University Races, and who are bound together with bonds of friendship that are never likely to be severed. (Cheers.) Mr. A. L. Smith has said

something about the statistics which I am going to give you. I am not going to answer his particular question, because I think it is an impertinent one (laughter); and that is as good an answer as was lately given in a trial of which he knows something.

Gentlemen, I do not apologise to you for calling attention to some of the facts connected with this race, many of which I believe will be well known to you, but some of which may probably be new. You probably all know that the race began in 1829, and I have been puzzling my wits in vain to know how this could be called the 'Jubilee Year,' and I have met no friend who has been able to explain it; but a sort of suggestion has been made that to get the complete year you must have fifty-two weeks, and I cannot get anything nearer than that. I do not know that we are bound to find the exact reason; but this is somewhere about the fiftieth year since the foundation of the race. There have been rowed no less than forty-four races; that includes two races at the Thames National Regatta, the Henley race of 1829, and four races at Henley for the Grand Challenge Cup. Cambridge men are rather disposed to throw the latter out of the account, and as I am an Oxford man, I will take the side of Cambridge and say no more about them. The total number of races at Putney is thirty-six. You see how evenly balanced the two Universities are when you recall the fact, that of these Putney races eighteen have been won by Oxford and seventeen by Cambridge; if Cambridge had won the extraordinary race which resulted in a dead heat and the retirement of Mr. Jack Phelps, the numbers would have been equal: possibly to-morrow's race may balance the account. Speaking with the impartiality of an old umpire, I may be permitted to say that it is the turn of Cambridge to win to-morrow; and if victory should then incline towards them, the two Universities will be found in a state of perfect equilibrium. Gentlemen, I have before me the records of the fastest race and of the slowest race, and I am happy to be able to put Cambridge first in both. Cambridge won the fastest race in 1873, when sliding seats were introduced.

The time occupied was nineteen minutes, thirty-five seconds. Cambridge has the honour also, as I said, of winning the slowest race, which occurred in 1860 : it took twenty-six minutes and five seconds to reach the goal. Although time is some sort of criterion, you must not consider that the winning crew of 1873 was necessarily the best, or that the crews of 1860 were the worst. Old oarsmen know how much depends on those things over which man has no control—the tide and the wind. With regard to boats, I understand that the old-fashioned clinker boats, which still command the unqualified admiration of the more ancient mariners who are now sitting beside me, were in use from 1829 to 1846. During that period, about the year 1837, as I am informed, some change took place by cutting down the lofty sides of these splendid ships, and bringing the gunwale nearer to the water. Outriggers were first seen in the Putney race in the year 1846, and keelless boats and round loomed oars appeared in 1857 for the first time in the Putney waters. There seems to have been a remarkable boat in 1839, which excited the admiration of all who had the good fortune to behold her. She is described as ‘beautifully constructed and tastefully—nay, splendidly turned out. She was painted white and blue and pink, with gold, having the arms of the University emblazoned on her rudder. She was named the “Isis,” and numbers of persons went to see her.’ It may be more interesting to you, as it is to me, to pass from the boats to the crews. I will give you some facts worth remembering. The total number of men who have taken part in the University races, including coxswains, is no less than 484 ; Oxford counting 243, and Cambridge 241, showing, therefore, that they nearly balance. For Oxford, there are 217 oarsmen ; and for Cambridge, 221 ; making a total of 438. Oxford has the greater number of coxswains, the figures being 26 as against 20 for Cambridge. Now the hand of death appears to have been sparing with these good men. Oxford produces, according to the statistics, rather the longest lives. The deaths altogether are 74. The Cambridge deaths are 44 as against 30 for Oxford : that

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includes coxswains. The average duration of life after the race, taken at the average age at which the University men row, is stated to be about 39 years ; and it is satisfactory to rowing men to know that, according to Dr. Morgan and other authorities, the men who have rowed in the University race are likely to live some two or three years beyond the average. Then perhaps you would like to know who was the heaviest man that ever took part in these contests. The heaviest man was Mr. J. J. Toogood, who rowed in the race in 1829. Gentlemen, this youthful giant scaled no less than 14 stones, 7 lbs. : 'gemuit sub pondere cymba sutilis.' (Laughter.) That prize falls to Oxford. Now you will see how the Universities keep balancing one another. The lightest man also falls to Oxford, he being Bishop Macdougall, who rowed in 1842 : his weight is recorded as 9 stones, 8 lbs. The lightest coxswain belongs to Cambridge—Mr. Archer, who steered, not turning more than 5 stones, 2 lbs. You might like to know, also, who was the heaviest coxswain, and he was a great and famous oarsman. He steered the Oxford eight at Henley in 1851—I mean Mr. E. C. Burton, who weighed 11 stones ; but history does not know what I know, that he weighed 11 stones without his boots. (Laughter.) The heaviest crew was the Oxford crew of 1871, the average weight being 12 stones, 4 lbs. odd. That year Oxford lost. The lightest crew was the Cambridge crew of 1854, the average weight being 10 stones, 10½ lbs. ; and then Cambridge lost. The gallant seven-oar was one of the heaviest crews : their average weight was 12 stones, 1 lb. Among the famous crews of older date, I may mention the Cambridge crew of 1839—Stanley's crew—known as the lightning crew. You will see about you, gentlemen, many of the flags which have been kindly sent to us from the various schools, and it might entertain you to know how the schools stand with reference to the race. Eton, having the advantage of its noble river, stands first with 121 men ; that is, one-fourth of the number. No less than 82 of those were at Oxford and 39 at Cambridge. Westminster, I am happy to say, comes next, but with a smaller number—22. I need not detain you by telling you how they were divided.

Winchester follows as third ; Rugby next ; then Durham, Marlborough Shrewsbury, and others. Altogether, the public schools make up a number of 225. You see also around you the flags which the various colleges have sent up from both Universities. At Cambridge, as you would expect, Trinity comes first among the colleges, having furnished in oarsmen and coxswains no less than 106 men ; St. John's next, with 36 ; then Jesus, 24 ; Caius, 18 ; Trinity Hall, 15 ; Magdalen, 11 ; and so on till you get down to Downing and King's, which each contributed one man only. So much for Cambridge. Now for Oxford. Christchurch stands first, with 40 ; Balliol next, with 29 ; Brasenose has 27 ; University, 23 ; Exeter, 20 ; and that small but good old college Pembroke, 15. I need not go through the whole list. The total number is 243 from Oxford, and 241 from Cambridge. It is sometimes supposed, but I am sure after what you have already heard to-night you will not suppose, that the rowing men are not capable of distinguishing themselves at the Universities. Now, gentlemen, I am not going through the list of their honours, but I may say that the total number of honours gained at Oxford is 74 ; 9 first-class men and 17 second ; and at Cambridge, 70. I am not quite sure that these figures are accurate, but there are no less than 13 Wranglers, 25 Senior Optimes, and 10 first-class men appearing in the list for Cambridge. Now, gentlemen, I have in a former toast gone through the Church and the Bench and the Bar, and I will show you how some others of the oarsmen have distinguished themselves in after life. I will give you one or two illustrations of what men can do who have rowed. We have not yet presented England with a Prime Minister, but we have presented one to France. The Prime Minister of the Republic of France was M. Waddington, who rowed in 1849, and who is now Minister for Foreign Affairs. I have received a very interesting letter from him which, if time allowed, I would read. (Read, read.) It is too long to read, gentlemen, but I may say that he expresses great regret that he is unable to attend and shake hands with his old comrades and friends. The letter shows that he

has made endeavours to arrange his ministerial and parliamentary and departmental work, so as to enable him to come over here, but after having tried to do so, he finds it is in vain. It speaks well for the rowing men that they have sent to France one of its Prime Ministers, and it also speaks well for them that that Prime Minister has not forgotten his old comrades. (Loud cheers.) Then I may mention one or two more who have occupied distinguished positions. There is Mr. William Spottiswoode, who rowed in 1844. He obtained high University honours, and is now President of the Royal Society. Then, in addition to that, we have Mr. Warrington Smyth, Seventh Wrangler, who rowed in 1839 from Westminster to Putney, and in 1838 against Leander. He is President of the Geological Society, a Fellow of the Royal Society, a Chief Inspector of Crown Mines, and I hope he is as sound in wind and limb as when he wrote a letter, which I have seen, saying he was able to climb up and down from 100 to 200 fathoms in any mine in which you might put him. These facts show something of what we have done in science. Then I may mention Mr. G. B. Forster, the celebrated mining engineer, who rowed at Henley in 1853; Mr. J. C. Hawkshaw, the son of one of the most celebrated engineers in the world, and himself an eminent and distinguished engineer. He rowed at Putney in 1863 and 1864. Then I may mention Mr. Lowe the great Oriental scholar, who has written works on the Talmud, and the Persian, Turkish, and various other languages. There is one gentleman who rowed in the year 1842 who has been very mindful of the next generation, and I doubt whether he is surpassed by any man in that respect. I mean Mr. Tuke, the father of seventeen children, I understand, and of those children no less than eleven are sons. I am credibly informed that the sons are of the same height as the father, and one of my Cambridge friends tells me that he has, therefore, sixty-six feet of sons. (Laughter.) He is a very remarkable gentleman, and one we ought not to forget. I think, gentlemen, I have troubled you enough with statistics, and as time is going on, I will pass by some



other names which I could have wished to bring to your notice. Enough has been shown to maintain the proposition that the crews are not only healthy men, but able to sustain themselves in any position of life in which they may happen to be. I quite agree with Lord Justice Brett with regard to his criticism on rowing men—that they are hardy, patient, and temperate; and I rather think they are noted in after life for a certain tenacity of purpose which they have learned from the struggles in the race. (Cheers). If I were asked to point out the grand characteristic of the race, I should say it is the perfect fairness with which it is rowed; no man ever suspects that there is the slightest unfairness in it. It has also one feature that commends itself greatly to my mind. There is no cup given, there is no prize or reward of any sort; but we row for the honour of our Universities. I have in my time rowed with and against many a man; and I know something of rowing men—how true and loyal they are. Indeed, I feel that when I have rowed with a man I know him from head to foot, and that I could predict what he would do under any circumstances, however trying. I may, perhaps, be saying something which sounds like exaggeration; but if I had to lead a forlorn hope, I should like best to have with me some of my old shipmates, some of the steady and trusty men who never failed in the supreme struggle of a University race. And I feel sure that I am expressing the sentiments of every man present when I say that if he were about to engage in some enterprise of peril he would desire most to find himself shoulder to shoulder with his old comrades in a University crew. (Cheers.) Gentlemen, great changes have come over the race since it first began, whether for the better or for the worse I am not going to say to-night. The fashions of the time must change, and the University race has changed also. It may be it would be better to have the quieter races of the older times, such as I imagine was the race at Henley in 1829. You must recollect that as long as the race is rowed on the London water, the University crews will be a source of great attraction to metropolitan multitudes; but I think no

University man is injured by it. They are not so weak or so vain as to be carried away and made fools of—if I may be permitted to use such an expression—by the applause they may get on the occasion. Gentlemen, I have now come to the conclusion of the observations I desired to make about the race. Most of you probably have with you in your homes some memento, some oar, some bit of blue, some strip of bunting or silk, to remind you of the race in which you took part. I hope that what has occurred to-night, when we have had the opportunity of seeing one another, and of shaking hands once more with old friends, will enable you to carry to your various homes some pleasant and agreeable recollection of what I believe will prove to be a most happy meeting of the old University oarsmen. I ask you to drink success to the 'University Race.' (Loud and prolonged cheers.) (The toast was drunk with great enthusiasm).

MR. JUSTICE DENMAN.—Mr. Chitty, and brother oarsmen of the Universities, a toast has been assigned to me which it is now my duty to propose. I had notice of it two or three days ago, and as soon as I received notice of it I became much puzzled as to what it meant—the toast of 'The Fathers of the University Boat Race.' At first I thought that possibly I was expected to give a dissertation upon those ancient worthies whom we have all read or heard of—the *patres conscripti*. On further reflection I thought that could not be a true interpretation of the toast, because I remembered that, although they took a boat and went to Philippi, every one of them was drowned, and I thought it was not likely I should be expected to propose a toast in honour of a crew not a single member of which would be present. There was possibly one who escaped—I do not know. It is matter of controversy whether the trumpeter, dressed in that remarkable costume something between a barrister's wig and a jersey, was or was not saved from the wreck. Upon the whole, I came to the conclusion that that could not be the meaning of the toast. Then I thought to myself possibly one ought to come nearer home, and it might mean some of those gallant men, members

of their University, who, before eight-oared boats were seen on the Cam, like my old friend Serjeant Kinglake, the father of an eminent Cambridge oarsman, took a boat and rowed from Dover to Calais, and came back not much the worse for it. That again would not do. I thought then perhaps it might allude to those noble fathers of our own, who, in spite of all the warnings of doctors and dons, allowed us to choose our own amusements and take part in this contest. Then I thought again that could not be the meaning of the toast. I came to the conclusion that that would not do, because, if we were to take that view of the toast, we should find our mothers were more entitled to be toasted than our fathers. (Laughter.) Then I noticed that the toast was coupled with two names—the name of Mr. Staniforth, of Oxford, and the Dean of Ely, of Cambridge. (Cheers.) That at once gave me a clue to the toast, and I knew what it meant. The fathers of the University Race were those sixteen, or I may say eighteen, gallant fellows who, for the first time on the Thames at Henley contended for the honour of their two Universities. (Cheers.) It is now fifty-two years ago. That is a long time indeed; and it is so long ago that it would not have been a matter of surprise if there had not been one of them left alive to tell the tale; but it is a satisfactory thing to know that there are no less than four members of the old Oxford crew who took part in that race still alive, and that we have two of them actually present with us to-night. (Cheers.) That that interpretation of the toast was a correct one is quite corroborated by a passage that I happened to read in that book which has been alluded to—Dr. Morgan's book on the University Race, in which he says that the true father of the Oxford and Cambridge Race is the present Bishop of St. Andrews, for he got up the race, and was the means of bringing the two Universities together on the Thames, in the year 1829. You have seen his jersey here to-night, which is a good proof of how much he treasures the memory of that early race. If he is the father of the University Race, or even if you take the whole eighteen of them and put them

together, and distribute over the whole of the subsequent period the children they have begotten, what a Herculean set of men they must have been. Here we are to-night, some 200 in number of oarsmen who have rowed in the race, and probably there are 400 men sons of those ancient fathers. (Laughter and cheers.) Gentlemen, I will not, looking at the late hour of the evening and the multitude of toasts which have yet to be proposed, make many further remarks on this toast. One fact has already been alluded to, which both Universities may be proud of, which is, that in the crews that contended for the mastery on the first occasion, there should have been two bishops and two deans, men high in their noble profession, two of whom are living at this day, one of whom has been the father of a distinguished University oarsman, and a man whose name members of both Universities in every part of the world can never hear mentioned without pride. (Cheers.) With regard to Mr. Staniforth, I cannot help quoting a sentence of his own, which I happen to have read in a letter which was written some years ago. When consulted as to the advantages of boating, he said, speaking of when he was in training, that he never felt so happy or so joyous at any other period of his life, and he could compare it to nothing so much as the feeling that he was jumping out of his skin. (Laughter.) All I can say is that I am extremely happy he has not jumped out of his skin, but is here to-night to return thanks. We are happy to see him here in good health and in full possession of his vigour—not so great, of course, as it was fifty-two years ago, but such as to put to shame many of us who are twelve or fifteen years his junior. There is also one of the Oxford crew present, viz. Mr. Toogood, who rowed No. 5. He was the man of all who ever rowed in the University Race who scaled at the highest weight, as you have heard from our chairman. Of the Cambridge crew there is my old and dear friend the Dean of Ely, who rowed in the Cambridge boat, which was unsuccessful on that occasion ; but of his prowess I never heard anything except to the effect that he rowed like a man, as he has always shown himself to be in

every relation of life. (Loud cheers.) Gentlemen, I must not detain you longer, and I will only make two further remarks. They are somewhat in the nature of additional statistics, accurate as far as I know, beyond those quoted by Mr. Chitty. I believe, but I am not certain, that there have only been three occasions on which pairs of brothers have rowed in University crews. It is remarkable that on the two occasions on which I rowed in the University crews I had a brother rowing with me; and it is a still more remarkable coincidence that on the second occasion there was a pair of brothers in the Oxford boat; and, as an illustration of the friendly relations brought about by the University Race, I may add the fact that I believe there never was a happier ten hours and a half spent by any man in this world than by my brother and myself, and by the Oxford brothers in the University boats, in rowing from Henley to Westminster. There are very few cases when the fathers and sons have rowed—I know of only two. My excellent old friend and Captain in the year 1842, Mr. Ridley, and his son Mr. Ridley, who rowed in the University boat some years ago. Another instance was that of the Bishop of Lichfield, George Augustus Selwyn, whose son John rowed only a few years ago. Such facts as these, and such facts as have been stated by Mr. Chitty to-night, may perhaps have the effect of inducing generations to come to consider that one of the greatest honours they have in their family name is that they are the sons, or grandsons, of men who have rowed in the University Race. Gentlemen, I am much obliged to you for hearing me so patiently at this late hour. I beg to propose this toast, coupling with it the name of the captain and stroke of the Oxford boat in the year 1829, the Rev. T. Staniforth, and the name of his old opponent, the Very Reverend the Dean of Ely. (Loud cheers.)

THE REV. T. STANIFORTH.—Mr. Chairman and brother oarsmen, I thank you for myself and my friends for the enthusiasm and heartiness with which you have received the toast of our health. With regard to meeting friends and discussing the race, I have never met with a man

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who lost his temper, or even felt warmer upon it than his feelings should and ought to dictate to him. I never lost a friend that I am aware of whom I have known as an oarsman. I have had little experience of late years of pulling. Until six years ago I had not seen a race pulled since 1829, but during the four years I was at Oxford I pulled in every race. From that time till five or six years ago I never saw boats as they are now cut down. Only a year or two before that was I introduced to the sliding seats as they were shown to me in a boat in a boat-house. I have never seen them in use but in two races which I have witnessed. I will not stand up for the old sort of boats, because they cannot go quite the pace; but I think a man had to put out his natural strength in those old boats more than in those which are cut deeper. Your boat now goes before you feel you are pulling at it. Now we had something to do with our boats, and we did our best. (Cheers.) Old as I am I cannot teach you, but I can tell you something of former days which some of you have never heard. I believe I am the only one who has kept a diary since 1829, and I have answered every inquiry made of me. There is one thing I should like to mention with regard to the first race at Henley. I should like to know who wrote a paragraph in one of the papers—I am not sure which, but I rather fancy it was in 'Bell's Life in London'—signed 'No. 5 in the Oriel Boat.' I have asked who No. 5 in the Oriel Boat would be, but I have never learnt. I have memoranda without end of the races. I, like many others, have been asked by Mr. Morgan as to my health, and what I could tell him as to the effect of boating on myself and others. I have no recollection of any feeling like it. For the last two years I was at Oxford we used, after washing and divesting ourselves of some of our clothes, to turn out for foot races; and I do not recollect anything like the exultation of feeling that then possessed me. I may say that I have never been ill since, although the doctor once threatened me with gout, after having been badly shot in the legs, which I would not believe in after I got well. However, he was right, and I had it for the first time six years



after ; and if any of you have the misfortune to come in for gout, I can only wish you may have it no worse than I have—the gout without pain. He cut me down in a few good things, such as port wine, which after that time I was afraid to take, and I suppose he was right. (Laughter.) If anybody wishes to ask any questions, or write to me about the former races, I should be very happy to afford any help in my power ; but you must not be in too great a hurry for an answer. I could give you the crews of every race. One question was asked me, why two good men of Balliol, Croft and Pennefather, were not in the crew. My answer was, that had they been at the University they would no doubt have been in the boat, inasmuch as there was not a better seven and eight at the University. My hope for you is that you may all enjoy as good health as I do when you arrive at the same age. I was told at first that I was not the oldest man in the room, but I have compared notes with the Dean of Ely, and I am. Gentlemen, I thank you most heartily for the kind way in which you have drunk my health.

The VERY REV. DR. MERIVALE, Dean of Ely.—Mr. Chairman and gentlemen, this is a very interesting occasion to all of us, more especially to one who stands in the position of myself and the two friends beside me, representing as we do the founders of this honoured institution, the University Boat Race. We are proud that the contest in which we engaged some fifty years ago should be still held in remembrance, and has not ceased to be imitated through the half century which has followed by the succeeding generations of oarsmen whom I am delighted to see before me. It was a proud day for us three, Mr. Staniforth, Mr. Toogood, and myself, when we met together for the generous contest at Henley, among the picked men of our respective Universities, though we surely little thought that what we were about to do would be held in remembrance so long and be so nobly celebrated as it has been this evening. For myself, I think I may say that among the ups and downs of a long life I never felt prouder than on the day when the two leading oars of the Cambridge boat's crew

which was then forming met me on the bank of our river and intimated to me, to my great surprise, that my services would be required. Sorry I am that I now stand here alone of that original Cambridge crew, though two, only two, beside myself still survive, but are unable to attend on this auspicious occasion. So it happens that I am here alone to claim the responsibility of having originated this now ancient contest. 'Me, me, adsum qui feci,' I may perhaps say, for it was the crew of Cambridge which I now represent which sent the first challenge to Oxford and dared to conceive the audacious idea, as it might well then seem, that our sedgy Cam could ever match in such a contest the Fluviorum Rex of the rival University. For indeed boating and boat-racing were then but as a thing of yesterday with us. In the summer of 1826, just before I came into residence, there were only two eight-oars on our water, a Trinity boat and a Johnian, and the only idea of encounter they had was that each should go, as it were casually, down stream, and lie in wait, one of them I believe sounding a bugle to intimate its whereabouts, when the other coming up would give chase with as much animation as might be expected when there were no patrons of the sport or spectators of the race. In the year 1827 this slender flotilla was increased by the accession of a Trinity ten-oar, a stately vessel which had been already known at Eton as the 'Britannia,' and of two or three six-oars from other colleges, and then the regular racing began, to be continued ever after. In the third year, 1828, most of the colleges manned their eights, and we warmed to our work—'Rapit ardor eundi.' In 1829 we aspired to compete with Oxford. It has been said that the Bishop of St. Andrews was the first to suggest the race. I don't think I can quite admit that. He and I were old school friends, and had often competed in contests both grave and gay, and I should rather say that the original idea was common to us both. And Mr. Toogood also, whom I am so glad to meet again after a very long interval, was a school friend and a fellow-cricketer with us; and it is singular that of the five Harrow men, five only, who seem to

have ever taken part in these encounters, three should be numbered among the competitors of 1829. Well, gentlemen, we aspired to compete with Oxford. We sent our challenge; we met at Henley; we were well beaten, history has recorded it, and we well deserved it. But you will allow that this first bold challenge was well meant, and our gallant successors have not failed to vindicate it. I believe it is now the common wish of both Oxford and Cambridge that these high-spirited contests may be repeated from year to year continually, with frequent alternations of victory.

The Rev. J. J. TOOGOOD.—Mr. Chairman and gentlemen, it is so natural for me to back up my old stroke, Mr. Staniforth, that I feel I cannot refrain from saying a few words to support what he has said. I recollect the race perfectly well of which he has been speaking, and it seems from some remarks that have been made to-night that it did not create much interest. I can assure you that it created great interest, and that there were thousands of persons on the banks at Henley, and when I got out of the boat I was taken off the ground and carried up to the Inn by some men who shouted ‘Somersetshire for ever.’ I was a Somersetshire man, and they rejoiced extremely about our winning the race, which we did, and which we shall do to-morrow I hope. If the Cambridge men win, it will be because they are the best men. Now, as to these boats, I have never had an opportunity of seeing a race since I raced myself fifty-two years ago, and then our boats were quite different from those which are used now. No doubt at that time rowing was in its infancy, but I think the babies were rather robust, or they would not have been able to pull the oars they did. I see the oarsmen have tutors now. There were no such things then. They are regularly taught now, and I expect to-morrow to see the art of rowing carried out to perfection. I do not know anything about the sliding seats. I have never seen them, but I hope to see them to-morrow, and to take back a good report to Yorkshire concerning them. My friend has said that he has not had a doctor, except for the

gout some few years ago. Perhaps I may be allowed to say I never had a doctor in my life since I was eight years old. (Cheers.)

The REV. T. STANFORTH.—The Dean of Ely has said that the challenge came from Cambridge. That is perfectly true. I have no entry of the first letter, but the second letter was received on March 14, 1829, written by Snow, the stroke. I have the honour of being able to say that I have had three Bishops in my crews and two Deans of Ripon, one of whom was No. 6 at Henley, and the other, who is still alive, steered us in the race of 1829. The Bishops are the Bishops of Salisbury, St. Andrews, and Norwich.

The CHAIRMAN.—The time has advanced so rapidly, and many gentlemen will have to be up so early to-morrow, that I think, with your permission, I shall strike out some of the toasts, mentioning only that I had desired to call upon those who represent the strokes of what may be termed the middle age of the University race, such as Mr. Darbishire and Mr. Goldie, to have responded to a toast. (Cheers.) I should have liked you to have listened to the soft charming voices of the coxswains, particularly Mr. Thomas Egan ; but, as the hour has so advanced, I think I shall best consult the convenience of you all if I omit that toast, and the next also, which would have brought up that great coach Mr. George Morrison. (Loud cheers.) I had wished to bring to your attention the names of Mr. J. G. Chambers and of Mr. Willan (cheers), and of several other celebrated oarsmen, had time permitted. But, gentlemen, I consider that I am bound to sacrifice for the good of the company several interesting toasts and many excellent speeches, which we should have heard in reply. What I have now to propose is the toast of the 'Executive Committee,' who have worked so hard to bring about this happy gathering. Probably all have received a card of invitation. I have mentioned some of the gentlemen who have been eminent in various walks of life, but I did not mention to you that you have among you one of the great architects of the day—the architect of St. Paul's, Mr. Penrose, the great oarsman. I am not

sure whether I am at liberty to disclose to you the name of the designer of the invitation card, but I may point out, that if you look at the left-hand corner of the card you will see something that looks like a rose and a pen. (Laughter.) You will also see on the right-hand, towards the top, a thing called the '*pons asinorum*,' over which every Cambridge man is supposed to pass; and you will see near it an emblem of Oxford, and the representative of wisdom—the owl. I should like to get hold of some good scholar like the Hon. George Denman to explain some of the various other emblems and inscriptions which are to be found on the card; unless I am mistaken, he could not only explain them, but tell us how they got there. (Laughter.) The Executive Committee have worked hard, and have had a good deal of trouble. They have done their work with a great deal of zeal and energy, and their labours have been crowned with success. (Cheers.) Mr. Treherne in the course of his labours has collected something like a complete biography of all the men who ever rowed in the race; and as to Mr. Goldie, I hardly need mention his name to you. (Cheers.) He has not only served on the sub-committee and as one of the honorary secretaries, but he is one of the men, probably the leading man, who put an end to the long period of defeat in the 'sixties' and restored victory to the Cambridge colours—the light blues. (Loud cheers.) I beg in proposing this toast to couple with it the names of Mr. Treherne and Mr. Goldie. (The toast was drunk with great cheering.)

MR. TREHERNE.—Mr. Chairman and gentlemen, at this late period of the evening, having regard to the fact that the steamer, for which the Committee are responsible, starts to-morrow morning from the Temple Pier at 7.20 sharp, calling at Charing Cross and Westminster, I do not think I should be acting as a worthy member of the Executive Committee if I kept you here much longer. For some little time I have noticed that the gentlemen here—veterans, middle-aged, and youth—have been on, so to speak, sliding-seats, as if they wanted to be off. (Laughter.) Among the curious statistics we have come

across in our investigations in this interesting matter is the extraordinary longevity of rowing men. We have had marvellous instances of this—several men who have been supposed to have been killed several times over have come up again smiling. One of the veterans of 1829 yesterday morning told us in his own words, that he was ‘very well and not dead at all.’ (Cheers and laughter.) It has been very hard work, but it has been a case of *labor ipse voluptas*, and I am induced to say by the experience we have had of the longevity of boating men in the past, that if we should be alive fifty years hence, and it is proposed to celebrate the occasion in a similar manner, Mr. Goldie and myself, together with the rest of the Committee, will only be too happy to make use of the ripe experience which will then be in our possession to do the best we can to repeat the performance. (Loud cheers and laughter.)

MR. J. H. D. GOLDIE also acknowledged the toast.

MR. MACNAGHTEN, Q.C., M.P.—Gentlemen, late as it is, with or without the permission of the Chair, there is one toast which I am sure you would not like to omit. The labours of the Executive Committee, arduous as they were in many things, in one respect were simple and easy enough. There never was, there never could be, any doubt, or difficulty, or question as to the choice of Chairman. (Loud and prolonged cheers.) I am sure you will all agree with me that this meeting would have lacked something of the full and complete measure of success which I think it has attained if we had met under the presidency of any other Chairman than ‘Joe Chitty.’ (Loud cheers.) Gentlemen, the enthusiasm with which you have received his name reminds me that it is not necessary for me to say in words what I am sure would be distasteful to him to hear; it is not necessary to attempt to give full expression to the feelings of esteem, and, I may say, of affection with which we all regard him, but he will perhaps forgive me for saying this much, that his career throughout has been thoroughly consistent. I am not speaking now of his success, great as it has been—success, after all, is

comparatively a small thing—I say, it is not on account of his success, brilliant as it has been, that we are proud of him at the Bar and at the University. It is because he has been consistent throughout his whole career. (Loud cheers.) As he was on the river, so he has been at the Bar. There never was on the river or at the Bar a more loyal comrade or a fairer or a more generous opponent. (Loud cheers.) Therefore it is I ask you to drink the health of the Stroke of 1852, the Umpire of many years, the Member for Oxford, and the Leader in the Rolls Court. I know not what further honours may be in store for him, but this I know, that whatever they may be he will deserve them all (cheers); and whatever they may be he will have in them all, and through them all, the best wishes of everyone present to-night. (Loud and prolonged cheers.) (The toast was drunk three-times-three amid loud and enthusiastic cheering, accompanied by musical honours.)

The CHAIRMAN.—Gentlemen, it is difficult for me to respond to this toast, which has been so kindly proposed and so cordially received. Mr. Macnaghten has shown himself to be what I hardly knew he was before—a great flatterer—for he has said, out of kindness, many things which I am sure I do not deserve. This I may say, that when I get as old as Mr. Treherne proposes I should, and have added fifty more years to my life, there will be no evening I shall look back upon with greater pleasure, and I hope you will look back on no evening with greater pleasure, than that which we have spent so happily here to-night. Remembering the words of the Secretary as to the early hour at which the boat is to start to-morrow morning, I will not spoil this happy evening by prolonging it with another speech, but thanking you most heartily and most sincerely for the very kind manner in which you have been pleased to drink my health, I now wish you all good-night. (Loud cheers.) (The company then separated.)





# ODES

*SPECIALLY WRITTEN ON THE EVENT.*

H 2

*IN EPULUM A REMIGIBUS LECTIS UTRIVSQUE ACADEMIAE  
DECIMO CONFECTO LUSTRO CELEBRATUM.*

a.d. vii. Id. Apriles, A.S. MDCCCLXXXI.

Dic mihi, Musa, dapes festas quas struxit in aula  
annus Eleusina jam quinquagesimus ex quo  
decertare Academiam conspexit utramque  
remigibus lectis Thamesis.—Coiere frequentes  
quos et Camus iners et quos velocior Isis  
sustulerat gremio heroas, juveniliter olim  
ut certare pares, ita nunc cenare parati.  
O qui complexus et gaudia quanta fuere!  
adsunt causidici, praetores, clericus ordo,  
Curia quos audit, quos ditat Janus, et acrem  
qui Mavortis agunt rem, ludorumque magistri:  
miscentur cani flavis, calvisque comati,  
longaevis juvenes, barbati imberbibus, omnes  
viribus integris vegeti memoresque juventae.

*ON THE BANQUET HELD IN COMMEMORATION OF THE  
FIFTIETH ANNIVERSARY OF THE UNIVERSITY BOAT RACE.*

April 7, 1881.

A free translation by G. Denman (No. 7 in the Cambridge Crew of 1841 and 1842) from the Latin  
Hexameters on the same subject by H. Kynaston (formerly Snow).

SING we now the glorious dinner  
    Serv'd in grand FREEMASONS' HALL ;  
Welcome loser, welcome winner,  
    Welcome all who've rowed at all :  
Oarsmen, steersmen, saint or sinner,  
    Whet your jaws, and to it fall.

Fifty years and more have rolled off  
    Since the race of ' Twenty-nine : '  
Therefore all, by death not bowled off,  
    As of yore, your strength combine,  
And in gangs of nine be told off—  
    Not to paddle, but to dine.

Oh ! what hands by hands are shaken !  
    Bishop, Dean, Judge, Lawyer, Priest,  
Bearded soldier, beardless deacon,  
    Men still scribbling, men who've ceas'd :  
Court, church, camp, quill, care forsaken,  
    Muster strong, and join the feast.

STANIFORTH, with air defiant,  
    Captain of the earliest Eight ;  
TOOGOOD, amiable giant,  
    Unsurpassed in size and weight ;  
MERIVALE, once too reliant,  
    But for years resigned to fate ;—

Grandior hic alios primi certaminis heros  
arduus exsuperat recta cervice humerisque,  
pondere quo nemo invasit graviore phaselon,  
jam senior, sed cruda viro et rubicunda senectus.

Convenere omnes : discumbitur ordine jusso,  
aequales nempe ut coeant aequalibus et se  
acta juvent variis memorantes tempora ludis :  
praesidet his et quondam et nunc fortissimus *ictus*,  
murice bis tinctus, salicis palmaeque abiegnae  
rex pariter, toties certaminis arbiter aequus.

Arbiter hunc alius resonabilis ore rotundo  
pone premit, qui plaudentes nimis atque loquentes  
intempestive jubet auscultare, regitque  
undantis dextrae moderamine propinantes.

Jus testudineum sorptum est, et rhombus, et albi  
pisciculi incerti generis—poppysmate crebro  
exsilit explosus cortex spumante lagena—

Scores on scores, from these descended  
In aquatic lineage, came ;  
Cantabs with Oxonians blended,  
Ancients some—some new to Fame :  
But my song would ne'er be ended,  
Were I every one to name.

Happy was the thought that seated  
Mate by mate, crew facing crew ;  
Well ye know who have competed  
In whate'er 'tis well to do,  
How that man is ever greeted  
(Friend or foe) who row'd with you.

Fitly o'er the feast presiding,  
All-accomplished CHITTY sits,  
Through the toasts how neatly gliding,  
Winning cheers, redoubling hits—  
Not of bat with ball colliding—  
Merely sympathy of wits.

Yet another,<sup>1</sup> more sonorous,  
Rules our Chief, and checks our Chair,  
Stills the hum, and quells the chorus,  
Moderates the loud 'Hear! hear!'  
Coolly acts the despot o'er us,  
As o'er Sheriff or Lord Mayor.

Now the turtle disappeareth,  
Now the turbot is despatched ;  
Sparkling wine our spirit cheereth ;  
Well are Cam and Isis matched,  
While each man his platter cleareth  
Of the fishlets barely hatched.

<sup>1</sup> Mr. Harker, the Toastmaster.

solvuntur linguae—memorantur pristina, qua vi  
 hic vir *principium*, qua *cancros* ceperit ille,  
 quaque gubernator cursum, et qua torserit undas  
 nauta manu : quoties fauste pecus egerit *Aegon*,  
 et *Morison* quoties : quam multa comederit alter  
 terga boum, quot lactucas consumpserit alter.

Talia jactantur, dum fundunt aere canoro  
 cornicines musaea mele, lautasque ministri  
 permutant lances, et amor pacatur edendi.  
 Postquam exemta fames glacieque astricta quiescit  
 ventris inops rabies, assurgit praeses amatae  
 Reginae in laudem, mox Principis atque nepotum :  
 hoc propinarchi gravius devolvitur ore  
 votum—exoptamus matri natoque salutem  
 et natis natorum et qui nascentur ab illis ;  
 et vocem et proprios numeros chorus aereus addit.

Nec mora—non alio poscente adhibemus honorem  
 quos Fora quos Cathedrae quoscunque Ecclesia jactat  
 remigio insignes : hac scilicet arte doceri  
 quid jus, quid valeat sancti reverentia et aequi.



Then comes talk of winning, losing,  
Fouling, 'crabs' untimely caught,  
Sinking, catching the beginning,  
And of all TOM EGAN taught,  
MORRISON or SHADWELL, spinning  
Yarns of deep aquatic thought.

Such the converse—not unbroken—  
Some of training would discourse  
But that *band* (of 'vis' the token),  
While each course succeeds to course  
(Ophicleide, alas! bespoken),  
Silences each tongue by force.

Now our hunger hath been sated,  
Now with ice our lips been cooled,  
And the Chairman well hath stated  
How this realm is nobly ruled,  
And our Queen and all related  
Do their duty wisely schooled ;

Great the toasts, and great the cheering ;  
Thrice three times and thrice again  
Every man his voice uprearing  
To the band's assenting strain,  
Loyal strain of men God-fearing  
In this Isle that rules the main.

Now 'The Chair,' succinctly noting  
How whate'er is good or great  
Follows from successful boating  
In the Church, the Law, the State,  
Instances of each kind quoting  
Some more early, some more late,

I

Ipse viros numerat laudatque, et fortia narrat  
 dum facta, in medium mirantibus omnibus effert  
 qua tunica indutus sudavit Episcopus olim.  
 Respondet primus triplici qui robore et aere  
 pectus habet munitum, ut equi labentis in ipsum  
 pondere contritus tamen assurrexerit atque his  
 intersit dapibus, durus durique laboris  
 clericus officio per longos deditus annos.  
 proximus huic Iudex, quo nec servantior aequi  
 nec magis humanus quo quivis provocet, alter ;  
 blanda viro species—mens recta in corpore recto—  
 et pariter studio remisque exercita virtus.  
 Hunc sequitur crebra natus de gente *Fabrorum*  
 consultus juris, quem mersum flumine quondam  
 ignarum nandi eripuit sors invida, fatum  
 quis scit an ut sublime magis servatus obiret ?

Turns triumphant to the guernsey,  
 By a reverend PRELATE<sup>1</sup> sent ;  
 Reads, 'that though to come he burns, he  
 Must not come or he'd repent,  
 For that, whereso'er he turns, he  
 Duties finds because 'tis Lent.'

ROGERS next (how grand of feature,  
 Broad of shoulder, deep of chest !),  
 Brimming over with good nature,  
 Tells the tale which wrings our breast,  
 How that horse (poor blundering creature !)  
 Well-nigh sent him to his rest.

TOOGOOD (once *too good* for Granta)  
 Brings *his* guernsey on his back,  
 Then, like some gigantic planter,  
 Gives his chest a hearty smack,  
 And with reverential banter,  
 Deigns a modest joke to crack.

MERIVALE, historian famous,  
 Proves that Cambridge would have won,  
 Had not Fate resolved to tame us,  
 Had not sons of Isis done  
 Better e'en than sons of Camus  
 In that Boat Race number one.

Up rose BRETT, once seven to STANLEY,  
 Every inch the Judge—the man :  
 Upright, downright, comely, manly,  
 (Beat him, Oxford, if you can !),  
 All that's brave and gentlemanly,  
 Since to row he first began.

<sup>1</sup> Wordsworth, Bishop of St. Andrews.

Poscitur et terra pridem spectata marique,  
 et sua quae tantum meditatur praelia virtus :  
 terni respondent Etonae matris alumni,—  
 Reginaldus atrox quem sensit Taurica tellus  
 robore *Taurino* invictum, cui Sarmata cessit :  
 excipit hunc, quamvis rebus non ipse marinis  
 deditus, at saltem nauarchis acribus acer  
 cognatus, crebra metuit quem *classe* juvenus  
 divisa, Henrici fasces et sceptrum gerentem :  
 et tu, militiam senserunt quo duce primam  
 "Apes, "Apes, pueri innocuam, patriamque tueri  
 assuescunt, positis Thamesino in margine castris.

Tum demum auctores primi certaminis ipsos  
 excitat et salvere jubet Denmanius : omnes  
 infremuere viri, et numerosi adduntur honores.  
 Tres aderant venerandi, et pro se quisque loquuntur  
 proque suis, quos distinuere negotia longe,  
 aut quibus Elysium remus jam verberat amnem :

Turn your eyes to that third able,  
 Where—still sound in wind and limb—  
 Stands *that* SMITH,<sup>1</sup> who quite unable  
 (More shame for him) then to swim,  
 Sank—yet lives! Oh, Fate too stable!  
 Loftier end 's in store for him.

Next 'the Navy and the Army,'  
 And his well-loved 'Volunteer,'  
 CHITTY toasts; and, with a charm he  
 Has alone, provokes a cheer,  
 While with true Etonian calm, he  
 Three *Etonians* bids appear.

Reggie BULLER, brave Crimēan;  
 HORNBY, brother of the bold  
 Sailor Mediterranēan;  
 WARRE, whose sway is uncontrolled,  
 Naval, martial, Herculean,  
 Scorning heat, defying cold.

Men like these still make it truthful  
 To repeat the GREAT DUKE's boast,  
 That these struggles of the youthful  
 Helped to victory that host,  
 Gallant, active, brave, and ruthless,  
 Whom Old England honours most.

Once again (the Chair desiring)  
 DENMAN toasts those *Fathers* three  
 Who convinced a world admiring  
 That this eight-oared race should be;  
 Once again (the theme inspiring)  
 'Nine times nine, and three times three.'

<sup>1</sup> A. L. Smith, the Attorney-General's 'Devil.'

et tempus laudant (quam dignum laude!) peractum,  
 cum magis extentis spatiis certare solerent  
 et breviori ictu graviolem urgere phaselon,  
 necdum libratis tereti fulcimine major  
 vis accessisset remis et forma rotunda,  
 nec natibus motum labentia transtra dedissent.

Haec inter senibus sermo producitur—hora  
 sera jubet festis convivas cedere mensis,  
 nec tamen immemores quam sint bene munere functi  
 auctores epuli : datur his laus justa, tuamque,  
 praeses, opem agnoscunt laetis clamoribus omnes ;  
 tum dormitum abeunt. O terque quaterque beati  
 Gaudia quis novit sociis majora receptis !  
 Aemula sic virtus uno per secula utramque  
 corde Academiam et fraterno faedere jungat !

H. KYNASTON (*quondam* SNOW).

No. 7 in the Cambridge Boat, 1856.  
 Stroke in the Cambridge Boat, 1857.

Up rose STANIFORTH, 'the *Father*,'  
 Spoke of those untimely gone  
 To the stream Elysian—rather  
 Of the 'stroke they once put on'—  
 Most portentous (as we gather),  
 Like the seats they sat upon.

'Temporis laudator acti !'  
 So the young and thoughtless said ;  
 I said nothing, but in fact I  
 Thought 'twas time to go to bed.  
 Yet another toast still lacked, I  
 Mean 'The Cat'ers of this Spread.'

These are honour'd. Then, to CHITTY  
*Warbling* cheers, the best we know—  
 'Best of chairmen, brave, wise, witty,  
 Full of goodness, full of go,  
 Q.C., M.P. (Oxford city),—  
 Off to bed we gaily go.

Blest, thrice blest, is such revival,  
 Blest the man who can enjoy  
 Scenes like these, no mere survival,  
 For the man recalls the boy,  
 Hon'ring most his staunchest rival,  
 Hon'ring now without alloy.

Thus in generous emulation,  
 Cam and Isis both are one ;  
 Thus each passing generation  
 Earns the meed of duty done ;  
 Thus the glory of OUR NATION  
 Shines wherever shines the Sun.

August, 1881.

*A BOATING ODE FOR THE JUBILEE.*

I.

GATHER the Boating men ;  
Isis and Cam agree  
There shall be Jubilee ;  
Muster the Boating men :  
Young, middle-aged, and old  
Let all past Crews be told,  
Youth or threescore and ten ;  
Gather them all, for they're all boating men.

II.

Fifty good years and more,  
Through all the ranges  
Of this world's changes,  
They have been well to the fore ;  
When they were wanted,  
Strong and undaunted,  
All in their turn at call,  
Ready to do their best : muster them all.

III.

Come, let us see their ranks  
What sort they are,  
Gathered from near and far ;  
Come let us give them thanks :



Proud, if they won the fray ;  
 Proud, though they lost the day,  
 Victors or vanquished—each did his part then ;  
 So gather them all, for they're all boating men.

## IV.

For fifty good years and more  
 Look through the List ;  
 Well is it wist  
 Now Isis, now Cam, a score,  
 Rivalry quickening  
 Which the best men shall bring :—  
 Each make your choice to the best of your ken ;  
 But *we* gather *all*, for they're all boating men.

## V.

One must win, one must lose,  
 Year after year :  
 Neither will fear,  
 Nor will either refuse :  
 There the goal beckoning  
 Points to the reckoning ;  
 Not one will flinch or shirk :—stick to her then ;  
 And we'll gather you all, for you're all boating men.

## VI.

Thus in the race of Life,  
 How many learned,  
 If the luck turned,  
 To pull through the strife,  
 Courage and temper yet  
 Mingling with daily sweat,

K

Working on manfully ; waiting the call  
That must sooner or later be heard, ' Easy all.'

VII.

Our ranks they grow thinner :  
No crew is the same  
As it answered its name,  
Whether loser or winner ;  
Like the roll, when the battle is done,  
Vacant places show many an one :  
But our comrades in spirit are with us again,  
And we remember them all, for they're all Boating men.

VIII.

Gather the Boating men ;  
Isis and Cam agree  
There shall be Jubilee ;  
Muster the Boating men :  
Join hand in hand  
Through the length of the land,  
For there shall be Jubilee.  
May the Race never fail,  
But the glorious tale  
Be told to the latest posterity,  
How the sons of the Isis and Cam can compete  
In a struggle determined, but still as friends meet ;  
And thus strive till the last ' Easy all ' shall be heard,  
When triumph for both shall be in the word,  
You have well done your duty again and again ;  
So we'll gather you all, for you're all Boating men.

AUGUSTUS K. B. GRANVILLE,

M.A. Cantab., C.U.B.C.,

Stroke of the Cambridge Boat, 1836.

## EXTRACTS

FROM CORRESPONDENCE.



## EXTRACTS FROM CORRESPONDENCE.

THE following extracts from letters received by the Hon. Secretaries as part of the voluminous correspondence preceding the Dinner, and published with the permission of the writers, have, as the authentic utterances of those best qualified to describe events in which they were actors, a value increasing in proportion to the distances of time from the events recorded.

The Bishop of St. Andrews (4 in the Oxford 1829 crew) writes :—

Bishopshall, St. Andrews : March 28, 1881.

It may perhaps interest you to see the enclosed letter,<sup>1</sup> which I venture to send as my substitute. It is a copy of one which I wrote from Oxford to Charles Merivale (an old Harrow schoolfellow) at Cambridge only a few days before the Race and the Cricket match of 1829 took place. I had entirely forgotten that I had ever written him such a letter, but he had preserved it, and given it to one of his daughters for her album, and kindly sent it me to read only *two years ago*, when the present copy was taken.

Please to return it, when done with. The information it gives may be depended on as sufficiently *contemporaneous and authentic*.

It is a curious, and perhaps a unique fact for a University oarsman, that I *was never one of a College Eight*. In those days cricket and boating were almost incompatible, being carried on during the same term ; and I was devoted to the former. However, I had occasionally rowed as stroke in an amateur six oar, which led to my being invited to take a place in the University Eight. At the same time I was not allowed to resign my place, which had been a high one for three years, in the Eleven ; and so it came to pass that I not only rowed in the race at Henley on Friday, but played in the cricket match at Oxford on Tuesday, in the same week, and was victorious in both.

I have never seen it stated, and it can only be known to those who were

<sup>1</sup> This letter appears on the next page.

present, that Oxford virtually won the race *twice over*. We lost the toss, and consequently the bank side ; but we made a splendid start, and by the time we reached the island, having gained about a boat's length, our coxswain (a very good one on the Oxford river) being too impatient to strike in and place us on the landward side, a foul took place, and we had to *start afresh* ! Staniforth, Toogood, and Moore will remember it ; but perhaps the good Dean of Ripon will think the less said about it the better ; especially as it was most effectually remedied afterwards. You will see from my letter to Merivale that I thought the Cambridge a little too confident, not to say bumptious !

Oxford : June 2, 1829.

MY DEAR MERIVALE,—Thank you very much for your letter. Its impudence was unparalleled. I do not know which to admire most, its direct assertions or occult insinuations. The very *supposition* of my being in our boat here quite rejoiced you. Allow me to *assure* you of the truth of the report. But this is not the only bone I have to pick with you. The sufficiently candid manner in which you talk of 'lasting us out' (!!!) amuses me so much, that I am ready to die with laughter whenever I think of it. My dear fellow, you cannot possibly know our crew, or you would not write in such an indiscreet manner. Allow me to enlighten you :—

8. Staniforth (Ch. Ch. boat) ; four feet across the shoulders, and as many through the chest—*διαμπαξ*.

7. Moore (Ch. Ch. boat), 6 ft. 1 in. ; in all probability a relation of the giant whom the 'three rosy-cheeked schoolboys built up on the top of Helm crag,' so renowned for length and strength of limb.

6. Garnier—Worcester boat ; splendid oar.

5. Toogood (Bal. boat.) — for you ; but just the man for us.

4. Wordsworth (new oar) ; has 'neither *words* nor *worth*, action nor utterance, &c., &c., &c. I only (*row*) right on ; I tell you that, that you yourselves do know.'<sup>1</sup>

3. Croft (Bal. boat) ; no recommendation necessary.

2. Arbuthnot (Bal. boat) ; *Strong* as 'Bliss's'<sup>2</sup> best.

1. Carter (St. John's four-oar) ; 'potentior ictu fulmineo.'

Thus far this letter was written *three or four days ago* in Popham's Rooms, the infection of whose company must be my excuse for its saucy style. The fact is, our boat has been reduced to a considerable pickle, owing to some of our best oars<sup>3</sup> not being able to pull, and one or two other minor considerations. We have at last, however, got under weigh with a fixed crew, and matters are

<sup>1</sup> This alludes to the fact that when at Cambridge during the Easter Vacation I had sometimes pulled in the Johnian boat, to which both Merivale and Selwyn belonged.

<sup>2</sup> Famous Harrow beer so called.

<sup>3</sup> This refers more particularly to Croft, No. 3, the Baliol stroke, who was taken ill after the former part of the letter was written, and Bates (Ch. Ch. boat) was put in his place.

proceeding rather more swimmingly. You will see by the above list that our Stroke<sup>1</sup> has been changed. Our days at Henley will be Wednesday, Thursday, Saturday, and Monday. Our uniform—black straw hats, dark blue striped jerseys, and canvas trousers; you must not abuse it, as Garnier and I were chosen to decide upon it.

I turn with more pleasure to the cricket match, the prospect of which is quite *delightful*; not that I expect to win, but that I think we cannot fail to have a pleasant game. Our Eleven will be—Bayley, Wright, Knatchbull, Bird, Price, Popham, H. Denison, Masters, Horner, Cooke, and myself. This information is for Pickering,<sup>2</sup> if you will be kind enough to forward it to him and to thank him for his letter. Ask him if we are to do anything for him about an umpire. Ashley stands for us. Printed bills will reach Cambridge in a day or two.

Now I think of it, you wanted to know our boat. It is to be the old Balliol built by S. Davies. This, I am sure, will please you. However, I am still ready to take ten to one.

With kind remembrance to all friends and brothers,

Believe me, my dear Merivale,

Sincerely yours,

C. WORDSWORTH.

In all probability there will be a four-oar at Henley, too happy to be manned by a selection of the victorious Cambridge crew; but we shall meet at Henley before the day of the race, and then I will let you know all about it.<sup>3</sup>

The Dean of Ripon (coxswain of the Oxford 1829 crew) writes:—

The Deanery, Ripon: March 30.

I regret to say that two engagements, fixed long ago, will prevent my attendance; but my sympathies will be with you, for I have never lost the conviction which I received when a boy at Westminster, that of all amusements, none gave more pleasure, or conduced to a healthier state of mind and body than boating. I began to steer four-oars and eight-oars in the year 1818, and learned my work from a man whom I shall always respect as the first boat-builder of his day—old Tom Roberts, as we used call him.

In those days, the Westminster boys had the best boat upon the river, and it was not until some years afterwards that the Leander Club, and the London Rowing Club, and the Guards' Club began to compete with them. If my memory does not fail me, I have a very clear recollection of a very long new

<sup>1</sup> Garnier at first had been chosen stroke.

<sup>2</sup> A leader in the Cambridge Eleven, formerly at Eton.

<sup>3</sup> The notes at foot of this and the preceding page were added by the writer of the letter.

four-oared boat brought out by Roberts, in which we had a crew of Westminster boys—French, Levitt, Forester, and Hobart—in which we could beat any eight-oar at that time upon the river. *I have steered that crew from Parliament Stairs to the 'Star and Garter' at Richmond and back again on an early play, that is to say, between 9 A.M. and 2 P.M.* But great progress was made both in boat-building and in the style and training of oarsmen after Mr. Roberts's time. The last thing I remember of him was his kindness in coming to Henley to coach me in steering the great race of 1829, and although the building of the Christchurch and the Oxford boats had passed from his hands to King and Davis, he took as much interest in the race as any individual of the many thousands who crowded the banks of the river on that occasion. But you have made great strides in these latter years. With outriggers and slides, and mahogany veneering, and increased length, you have made the old boats which, in 1824, used to be at the head of the river at Oxford, *the black and white Exeter, built at Deal and of deal*, simply ridiculous; but you have not made them safer, for although I have never had the pleasure of taking my old place in one of them, I suspect that, instead of weighing eight stone two pounds, I should have to bring nearer thirteen stone on to the stern, and with eyesight, voice, and vigour somewhat diminished by more than seventy summers and winters, I should not conduce to the success of a race. Will you kindly excuse my reference to the past. While I had my pen in my hand I could not resist saying a few words on such an interesting occasion. I heartily wish success and continuance to the boating Committees of Oxford and Cambridge, and trust that their annual competitions will always be carried on in the same spirit of honourable, manly, and gentleman-like rivalry, to the exclusion of betting and every other lower influence.

The Rev. G. Bridges Lewis (coxswain of the O.U.B.C. four-oar at Henley in 1844 and 1845, and at the Thames Regatta in 1845), writes :—

Kemsing, Sevenoaks : March 12, 1881.

\* \* \* But I feel I am depriving myself of a *very great* pleasure in declining your invitation, as I feel obliged to do.

I may say *I lived through the change* from the old boats to 'outriggers.' In 1844 our Oxford four rowed and won in an *old-fashioned boat* (Tuke stroke). In 1845 we rowed and won *in an outrigger* (Wilson stroke).

This last race, 1845, was also, I believe, the occasion which gave rise to the appointment of a *judge* at future Regattas at Henley. We had as nearly as possible a dead heat with St. George's, and Arthur Shadwell, seeing the closeness of the race, ran on to the winning point and laid his eye along it; and on his word the race was adjudged to us. We beat the same crew handsomely at Putney about ten days afterwards.



I also had the good fortune to steer our Oriel four in winning the University Fours Cup in 1843, November term—a race now historical, as recorded in Tom Hughes's Memoir of his brother (who was the stroke of the 'Glorious Seven'). I also had the good luck to steer the winner of the University pair oars in 1842. About five years afterwards steerers for pair-oars were 'disestablished.'

I say all this to let you see that 'e'en in my ashes live their wonted fires.'

The Rev. W. B. Garnett-Botfield (coxswain of the Oxford crew in 1840) writes :—

Decker Hill, Shifnal : March 11, 1881.

For myself, I was coxswain of the University boat in 1840, and one of the original founders of the O.U.B.C. \* \* \* The silver rudder was given by myself and Bishop Hobhouse, late Bishop of Nelson, New Zealand, and coadjutor to Selwyn, late Bishop of Lichfield. The object of the prize was to encourage practice in pair oars with a steerer. At that time the steerer exercised much greater power over his crew than at present, and attended to the training and coaching.

The Rev. Stanlake Lee (bow of the Oxford boat in 1839) writes :—

Broughton Rectory, Stockbridge : March 29, 1881.

In reply to your note, I beg to inform you that the race between Queen's College, Oxford, and St. John's College, Cambridge, in 1837 is the one I refer to.<sup>1</sup> I should not have spoken of having pulled in that race, had not your original circular had reference to those who had pulled in the Oxford and Cambridge matches, and at Henley. The 1837 match was, for some reason or other, discarded as a *University* match, though, I think, most unfairly. The match of 1836, which I pulled down from Oxford in a mixed eight to witness, came off just at the end of the *summer term*, from Westminster to Putney. The Oxford were beaten. F. L. Moysey, stroke of Ch. Ch., was then the University secretary, &c., as being stroke of the boat at the head of the river; and he, at an early period, sent a challenge to the Cambridge for a race in 1837. There were objections made as to the Westminster and Putney course, from the fact of its being so *crowded* with all sorts of craft, and it was proposed to change the course to Henley. Another difficulty, however, was raised by Cambridge, who said that getting a University crew together at *such a time* would militate against the training of the individual college boats for the races which would give them their places on the river. It was, however, ultimately agreed to *by* the *Secretaries* of the *two Universities* that there should be a University race in 1837, that it should be at Henley, and that the *head boat* on the river of each University should contend. This was agreed to months before the race. My College boat

<sup>1</sup> These crews were not considered eligible for invitation to the Dinner.

started seventh or eighth in the summer races, became head of the River, and pulled against the Cambridge in 1837, winning the race. I think that it was Cambridge who, some time afterwards, objected to 1837 being a *University* race, and ultimately it was withdrawn from the list of *University* races. Of course an oarsman, and indeed a whole crew, are under authority and have no voice, *pro* or *con.*, in such matters, and are bound to abide by the decision of the authorities that be.

It was, however, rather hard upon us, for, as a college, *we* never challenged nor received a challenge, but went to Henley to row the match under the authority of the two Secretaries who had agreed to the conditions, and on the occasion *we wore* the dark blue, with the full approval of Oxford.

In the Cambridge boat of 1837 were Shadwell, who was bow of Cambridge boat in 1839 and 1840, and also Colquhoun, the celebrated sculler and founder of the 'Colquhoun Sculls' race; also Sir Edmund Antrobus, whom it is my good fortune to see occasionally in these parts.

Mr. W. Strahan (stroke of the Cambridge boat in 1829) writes :—

Palazzo Sonnino, Florence : March 31, 1882.

I regretted very much that my residence abroad prevented my meeting my old antagonist Staniforth at the Dinner last year. There may have been some confusion about me, as in those days my name was W. Snow, and in the year 1834 I changed my name to W. Strahan. The first challenge between the Universities I wrote myself, being then President of the Cambridge Boating Club, and, having a good crew under me, I thought it a pity there never should have been a race between the Universities, and so I wrote the challenge to my old Eton friend, Staniforth. He and I had been in the same remove at Eton, almost next to each other, and I had pulled under him there, when he was Captain of the Boats. I am happy to say my pulling has been to me a source of excellent health, and even now I take every opportunity of keeping it up whenever an opportunity offers.

There has been delay in answering your letter, as I am on a temporary visit to Spezia, and in the Gulf I have had a good pull this morning to see the ironclad 'Duilio.'

LIST OF OLD BLUES.

L 2



# LIST OF OLD BLUES.

## OXFORD.

D before a name denotes 'Dead.'

C denotes 'Coxswains.'

P denotes 'Presidents.'

S denotes 'Strokes.'

\* denotes 'Double Blue.'

All races, except those marked H. (Henley), and T. (Thames Regatta), were rowed at Putney.

	NAME	RANK, PROFESSION, &C.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
*	AITKEN, J. . .	Vicar of Chorley Wood, Herts	Eton . .	Exeter .	—	'49 <sup>2</sup> ('50, '51 H.) ('50 T.) ('29 H.)
D	ARBUTHNOT, E. J.	—	—	Balliol .	—	—
SP	ARKELL, J. . .	Rector of St. Ebbes, Oxford	Durham .	Pemb. .	Hon. 4th cl. Law and Mod. Hist. Greats, '59	'57, '58, '59, ('57, '59 H.) '58
	AUSTIN, W. G. G.	Clergyman (Colonial)	—	Magd. .	—	—
	AWDRY, W. . .	Principal of Theological Coll., Hurstpierpoint, Sussex	Winchester	Balliol .	1st cl. Class. Mods., '62; 1st cl. Class. Grts., '65; Fell. of Queen's	'63, '64
	BAILLIE, Sir W. .	Baronet . . .	Eton . .	Ch. Ch. .	—	'36
	BAKER, T. S. . .	Colonial . . .	Lancing .	Queen's .	—	'69 '70, '71
DC	BALGUY, F. ST. JOHN . . .	—	Eton . .	B.N.C. .	—	('52 H.)
	BANKES, J. E. . .	Barrister . . .	Eton . .	Univ. .	2nd cl. Law, Greats, '76	'75
D	BATES, J. E. . .	Clergyman . . .	—	Ch. Ch. .	2nd cl. Class. Greats, '30	('29 H.)
	BARKER, H. R. . .	Banker and Army Agent	Westmnstr.	Ch. Ch. .	3rd cl. Mathematics Greats, '52	('52 H.)
	BAXTER, H. F. . .	Clergyman . . .	Hereford Cath. S.	B.N.C. .	—	'59, '60 ('59 H.)
C	BEAUMONT, F. M.	3rd Batt. 60th Rifles	Eton . .	New . .	—	'77, '78, '79
	BENNETT, G. . .	Civil Service . .	Winchester	New . .	3rd cl. Class. Greats, '55; Sch. and Fell. of New	'56
P	BENSON, W. D. . .	Barrister . . .	Eton . .	Balliol .	3rd cl. Class. Greats, '71	'68, '69, '70
	BENSON, H. W. . .	1st E. Surrey Regiment	Eton . .	B.N.C. .	—	'74

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OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
	BETHELL, R.	Colonial . . .	Eton . .	Exeter	—	'41
P S D	BEWICKE CAL- VERLEY	—	—	Univ. .	3rd cl. Math., '39	'39
	BLUNDELL, T. H.	Rector of Halsall, Lancashire	Eton . .	Ch. Ch. .	—	'54
	BOURNE, G. D. .	Canon of Gloucester	Eton . .	Oriel .	—	42, (43 H.)
	BOUSTEAD, J. M.	—	Harrow .	Univ. .	—	'75, '76, '77
	BOWMAN, W. P.	Barrister (Registrar of the Corporation of Sons of the Clergy)	Eton . .	Univ. .	—	'67
D	BREEDON, E. A. .	Army . . .	—	Trinity .	—	'42
D	BREWSTER, W. B.	Army (late Rifle Brigade and Col. of the Inns of Court Rifle Volunteers)	Eton . .	St. John's	—	'42, (43 H.)
P S	BROWN, M. M. .	Stock Exchange .	Radley .	Trinity .	—	'64, '65, '66
	BROWN, D. E. .	—	—	Hertford	—	'80
D	BUCKLE, W. .	Clergyman . . .	—	Oriel .	—	'45
	BULLER, R. J. (now Manning- ham Buller)	Colonel, Grenadier Guards	Eton . .	Balliol .	2nd cl. Law and Mod. Hist. Greats, '53	'52 ('53 H.)
	BUNBURY, J. Mc- CLINTOCK	Army (late Lieut., Scots Greys)	Eton . .	B.N.C .	—	'71
	BURGESS, G. F. .	—	Blackheath	Keble .	2nd cl. Class. Mods. '76; Hon. 4th cl. Class. Greats, '78.	'78
	BURROWES, T. COSBY . .	—	Winchester	Trinity .	—	'79
S P (C in '51)	BURTON, E. C. .	Solicitor . . .	Westmnstr.	Ch. Ch. .	—	'46, '49, '47, '48, '51 H.)
	BURTON, R. E. L.	—	Eton . .	Ch. Ch. .	—	'62
P	CARR, C. R. .	Clergyman . . .	Durham .	Wadham	Sch. and Greek Exh.; 2nd cl. Class. Mods. '62; 2nd cl. Class. Greats, '64	'62, '63
D	CARTER, JOHN .	Clergyman . . .	—	St. John's	—	'29 H.
	CARTER, G. .	Rector of Compton Beauchamp, Berks	—	St. John's	4th cl. Class., '36	'36
*	CARTER, E. S. .	Rector of St. Martin- cum-Gregory, York, and Vicar-Choral of York Minster	Durham .	Worc. .	Open Eton scho- larship, Worc. ; 3rd cl. Class. Mods. '66	'67, '68

## OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
	CHAMPNEYS, W.	Vicar of Haslingden, Manchester	Charter H.	B.N.C.	2nd cl. Class. Mods. '60; hon. 4th Math. '61	'61
	CHEALES, H. J.	Vicar of Friskney, Lincolnshire	Eton.	Exeter	Eton Exr.	('50 H.)
* P S	CHITTY, J. W.	Judge of the High Court	Eton.	Balliol	1st cl. Class. '51; Vinerian schlr. '52; Fellow of Exeter	'49, '52 (50, '51, '53 H.) (50 T.)
	CLARKE, R. F.	Priest of the Order of Jesus	Merch. T.	St. John's	1st cl. Class.; 2nd cl. Math. Mods. '58; 2nd cl. Class. Greats, '60; scholar, Fell., Lecturer, and Tutor of St. John's	'59
P S	COCKS SOMERS, J. J. T.	—	Westmnstr.	B.N.C.	—	'40, '41
D	CODRINGTON, J. E.	—	Harrow	B.N.C.	—	('55 H.)
	COMPTON, J.	Rector of Minstead, Hon. Canon of Winchester	—	Merton	1st cl. Math. '40	'39
	CONANT, J. W.	Clergyman	Eton.	St. John's	—	'46 ('45 H.)
C	COTTON, R. W.	—	Westmnstr.	Ch. Ch.	—	'49, '52 (50 H.) (50 T.)
	COURTNEY, H. M.	Clergyman, Province Wellesley, Penang	Cholmond- ley, High- gate	Pemb.	—	'75, '76
	COVENTRY, H. W.	Rector of Severn Stoke, Worcester- shire, and R.D.	Winchester	Pemb.	—	('52 H.)
	COVENTRY, G. G.	Rector of Woolstone, Gloucestershire	—	Pemb.	—	'65
	COWLES, D. J.	Oxford Military Coll.	Merch. T.	St. John's	Schlr. St. John's; 2nd cl. Class. Mods. '75; 3rd cl. Class. Greats, '77	'77, '78
	COX, J. C.	Vicar of Felstead, Essex	Winchester	Trinity	—	'42 ('43 H.) ('43 T.)
C	CRAVEN, W. D.	Curate of Upton Magna, Salop	—	Worc.	3rd cl. Class. Greats, '77	'76
	CROWDER, F.	—	Rugby	B.N.C.	—	'66, '67
	CRASTER, T. H.	Vicar of Bole, Notts	Durham	Univ.	—	('55 H.)
S	DARBISHIRE, S. D.	Physician, Univer- sity Coroner, Ox- ford	Univ. Coll. Schl., Lon- don	Balliol	3rd cl. Math. Greats, '69	'68, '69, '70 ('69 Harv.)

## OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
C	DAVIES, E. W. L.	Clergyman	Cowbridge	Jesus .	Scholar of Jesus	'36
	DENNE, H. .	—	Eton .	Univ. .	—	'52 ('52, '53 H.)
	DENNE, R. H. .	Rector of Brimpsfield, Gloucestershire	Eton .	Univ. .	—	('55 H.)
	DISNEY, H. W. .	Cathedral School, Hereford	Finchley .	Hertford	Scholar of Hert- ford; 2nd class Mods. '78; 3rd cl. Math. Greats, '80	'79
DS	DOWDING, F. T. .	—	Eton .	St. John's	Hon. 4th cl. Class. Greats, '73	'73
D	DRY, W. J. .	Vicar of Weston, Bi- cester, Northamp- tonshire	—	Wadham	—	('44 H.)
	EDWARDS-MOSS, JOHN E.	—	Eton .	Balliol .	2nd cl. Law and Mod. Hist. Greats, '72	'70, '71
PS	EDWARDS-MOSS, T. C.	—	Eton .	B.N.C. .	—	'75, '76, '77, '78
C	ELERS, F. W. .	—	Tonbridge	Trinity .	—	'56, '57 <sup>a</sup> (58 H.)
	ELLISON, W. A. .	Surgeon . . . .	Eton .	Univ. .	3rd cl. Nat. Sci. Greats, '78	'78
	EVERETT, C. H. .	Rector of Faccombe and Tangley, Hants	Burton .	Balliol .	2nd cl. Class. Mods. '54; 3rd cl. Class. Greats, '55	'55 H.
	FISH, J. H. .	Vicar of St. Paul's, Burton-on-Trent	Durham .	Worc. .	2nd cl. Class. Mods. '66; sch. Worc.	'67
	FARRER, M. G. .	Barrister	Eton .	B.N.C. .	—	'73
C	FFOOKS-WOOD- FORDE, W.	Judge of the Derby- shire County Courts	Sherborne	Exeter .	3rd cl. Math. '38	'39
	FREEMAN, W. L.	—	—	Merton .	—	'66
C	FREMANTLE, W. R.	Dean of Ripon .	Westmnstr.	Ch. Ch. .	Fellow of Magd.	'29
C	FREWER, G. E. .	Rector of Fulletby, Lincolnshire	Eton .	St. John's	2nd cl. Class. Mods. '73;	'73
D	GARNIER, T. F. .	Late Dean of Lin- coln	Winchester	Worc. .	—	'29 H.
D	GARNETT, W. I. .	—	Eton .	Ch. Ch. .	—	'39
C	GARNETT, W. B. (now GARNETT- BOTFIELD)	Clergyman	Shrewsbury	B.N.C. .	—	'40
	GURDON, P. .	Abroad . . . .	—	Univ. .	—	'56, '57, (57 H.)
	GILES, E. .	Professor of History, Calcutta University	Westmnstr.	Ch. Ch. .	—	'71
PS	GREENALL, R. .	Clergyman	Liverpool .	B.N.C. .	—	'52 ('51, '52 H.)



## LIST OF OLD BLUES.

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OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
P	GRENFELL, W. H.	M.P. for Salisbury .	Harrow .	Balliol .	2nd cl. Class. Mods. '76	'77, '78
D	GRIFFITHS, E. G. C. .	—	—	Worc. .	—	('47 H.)
(C in '46 H.) D	HAGGARD, M. .	Clergyman . . .	—	Ch. Ch. .	—	'45 ('46, '47, '48 H.) '46 T.
C	HALL, F. H. .	Tutor, and Dean of Oriel	King's Schl. Canterbury.	Corpus .	1st cl. Class. Greats, '72; Fell. of Oriel	'70, '71, '72
	HARRIS, T. .	Rector of Swerford, Enstone, and J.P.	Rugby .	Magd. .	2nd cl. Class. '33	'36
	HARGREAVES, F. M.	—	St. Peter's, York.	Keble .	—	80
	HAISEY, T. F. .	M.P. for Herts .	Eton .	Ch. Ch. .	—	'60
	HARDING, A. R.	Barrister . . .	Radley	Merton .	3rd cl. Hist. Greats, '75	'74
	HENLEY, E. F. .	Solicitor . . .	Sherborne.	Oriel .	—	'65, '66
	HEYGATE, W. U.	M.P. for S. Leicester	Eton .	Merton .	3rd cl. Class. '47	'46
P S	HOARE, W. M. .	Rector of Colkirk, Norfolk	Eton .	Exeter .	—	'61, '62, '63
	HOBART, W. H. .	Clergyman . . .	—	Exeter .	—	'76, '79
	HOBHOUSE, R.	Archdeacon of Bod- min	Eton .	Balliol .	4th cl. Class.; 2nd cl. Math. '39	'39
	HODGSON, H. W.	Rector of Ashwell, Herts	Westmnstr	Balliol .	—	'41
D S	HOOKE, A. .	—	—	Worc. .	—	'54 ('55 H.)
	HOOPER, E. .	Rector of Gt. Easton, Essex	—	Pembroke	—	'54
	HOPKINS, H. G. .	Vicar of Clifton, York	Rugby .	Corpus .	3rd cl. Class. Mods. '60; 3rd cl. Law and His- tory, Greats, '62	'61
C	HOPWOOD, F. E.	Rector of Bads- worth, Pontefract	Eton .	Ch. Ch. .	—	'62, 63
C	HOPWOOD, E. O.	Physician . . .	Private .	Ch. Ch. .	1st cl. Nat. Sci- ence, Greats, '74	'75
	HORNBY, J. J. .	Head Master of Eton	Eton .	Balliol .	1st cl. Class. Greats '49; Fell. of B.N.C. 50	'49 ('50 T. '51 H.)
S	HOUBLON, T. H. A.	Vicar of Wantage, Berks	Radley .	Ch. Ch. .	—	'72
	HOUGHTON, W. .	Rector of Preston, Salop	Private .	B.N.C. .	—	'49, '52 (51 H.)
* PSD	HUGHES, G. E. .	—	Rugby .	Oriel .	2nd cl. Class. '44	'42 ('43 H.)
C	HUNT, C. A. W. .	—	Merchant Taylors'	Corpus .	3rd cl. Class. Mods.; 3rd cl. Theol. Greats	'80

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OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
D	ISHAM, Sir J. V.	Baronet . . .	Eton .	Ch. Ch. .	—	'36
D	JACOBSON, W. B.	Clergyman . . .	Winchester	Ch. Ch. .	3rd cl. Class. Greats, '63	'62, '63, '64
	KELLY, F. H.	—	Rugby .	Univ. .	2nd cl. Class. Mods.'61; 3rd cl. Law and Mod. Hist. Greats, '63	'63, '64
P	KINDERSLEY, R. S.	Master at Radley .	Clifton .	Exeter .	2nd cl. Class. Mods.'79; 3rd cl. Class. Greats, '81	'80
SD	KING, W. . .	Rector of Leigh, Essex	Westmnstr.	Oriel .	—	(47 H.)
	KING, W. . .	—	Durham .	Merton .	—	(53 H.)
PS	KING, W. O. MEADE	H.M. Inspector of Factories	Eton .	Pembroke	—	'52, '54 (53 H.)
	KNOLLYS, C. C.	—	—	Magd. .	2nd cl. Class. Math. '72	'72, '73
C	LAMBERT, W. F. A.	Curate of Windsor	Merchant Taylors'	Wadham	—	'74
*	LANE, C. G.	Rector of Little Gaddesden, Herts	Westmnstr	Ch. Ch. .	—	'58, '59 (59 H.)
	LANE, ERNALD .	Rector of Leigh, Stoke-upon-Trent	—	Balliol .	1st cl. Class. Mods. '58; 3rd cl. Law and Mod. Hist. Greats, '59; Fell. of All Souls	'58
	LAWLESS, V. F. The Hon. .	Now Lord Cloncurry	Eton .	Balliol .	—	'59
	LEA, W. . .	Vicar of St. Peter, Droitwich, Archd. of Worcester	Rugby .	B.N.C. .	2nd cl. Class. '41	'41
	LEE, STANLAKE .	Rector of Broughton, Hants	Reading .	Queen's .	—	'39
PS	LESLEY, R. . .	—	Radley .	Pembroke	—	'71, '72
	LEWIS, A. G. P. .	Barrister . . .	Eton .	Univ. .	—	'70
C	LEWIS, G. B. .	Vicar of Kemsing, Sevenoaks	Eton .	Oriel .	—	(44, '45 H.) '45 T.
D	LEWIS, H. . .	—	—	Pembroke	—	'45
	LITTLE, J. BROOKE	Barrister . . .	Norwich .	Ch. Ch. .	1st cl. Class. and Mods.'71; 2nd cl. Class. Greats, '73	'73
P	LONSDALE, A. P. (now HEYWOOD- LONSDALE)	Barrister . . .	Eton .	Balliol .	3rd cl. Class. ; Mods. '55	'56, '57 (57 H.)
P	LOWNDES, R. . .	Canon of Salisbury	Winchester	Ch. Ch. .	—	'43
PD	MABERLEY, S. E.	Clergyman . . .	Eton .	Ch. Ch. .	—	'39, '40

LIST OF OLD BLUES.

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OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
	MACDOUGALL, F. T.	Late Bishop of Labuan; Canon of Winchester, Archd. I. of W., F.R.C.S.E.	King's Coll. London, Med. Schl.	Magd. Hall (now Hertford) Univ.	1st Gold Medalist, King's Coll. London, '37	'42
	MAC QUEEN, J. W.	India . . . .	—	—	—	'60
	MALAN, E. C.	—	Sherborne.	Worc. .	Exhib. of Worc. ; 3rd cl. Class. Mods. '70	'71, '72
	MANSFIELD, A. .	Vicar of Elburton, Gloucestershire	—	Ch. Ch. .	—	'49 ('48 H.)
S	MARRIOTT, H. P.	New Zealand . .	Winchester	B.N.C. .	—	'75, '76, '77, '78, '79
S	MARSDEN, R. G. .	Barrister. . . .	Eton. .	Merton .	2nd cl. Class.; 2nd cl. Math. Mods. '66; 2nd cl. Class. Greats, '69	'67, '68
P C	MARSHALL, T. H.	—	Eton. .	Exeter .	—	'54 ('53, '55 H.)
	MARTIN, R. .	Vicar of Swynbridge, Devon, and R.D.	Marlboro' .	Corpus .	—	'57
	MEDLICOTT, H. E. . . .	Barrister, J.P. for Wilts	Harrow .	Wadham	—	'61
D	MELLISH, G. L. .	Magistrate, New Zealand	—	Exeter .	Scholar of Pembroke	'54
P S	MENZIES, F. N. .	Secretary of Highland Agricultural Society	Edinburgh Univ.	Univ. .	—	'42 ('43 H.), ('43 T.)
	MENZIES, Sir R.	Baronet . . . .	Edinburgh Univ.	Univ. .	—	'42 ('43 H., '45 T.)
	MERCER, F. R. .	Assistant Curate of Helmsley, Yorkshire	Tonbridge	Corpus .	2nd cl. Math. Mods. '74; 2nd cl. Math. Greats '76	'76
	MERRIMAN, E. B.	—	Winchester	Exeter .	—	'61
D	MEYNELL, G. .	—	—	B.N.C. .	—	'40, '41
P S	MILMAN, W. H. .	Rector of St. Augustine and St. Faith, London	Westmnstr.	Ch. Ch. .	3rd cl. Class. '47	'45, '46 ('45, '46, '48 H.), ('44, '46 T.)
	MIREHOUSE, R. W. B.	J.P. for Pembroke	Eton .	Univ. .	—	'70
	MITCHISON, A. M.	Barrister . . . .	Eton .	Pembroke	1st cl. Math. Mods. '74; 1st cl. Math. Greats, '76	'75, '76
	MITCHISON, R. S.	Rector of Barby, Northamptonshire	Eton .	Pembroke	—	'72, '73
	MOON, Sir E. GRAHAM	Baronet; rector of Fetcham, Surrey	Merchant Taylors'	Magd. .	—	('47 H.)

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## OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
	MOORE, G. B. .	Rector of Tunstall, Kent	Westmnstr.	Ch. Ch. .	—	('29 H.)
	MOORE, P. H. .	Vicar of Chadkirk, Stockport	R.F.G. Schl. Marlboro'	B.N.C. .	Hon. 4th cl. Class. Greats, '52	('53 H.)
	MORGAN, H. .	Rector of St. Athan, Cowbridge	Eton . .	Ch. Ch. .	—	('44 T.)
P D	MORRISON, A. .	—	Eton . .	Balliol .	3rd cl. Class. Greats, '65	'62, '63, '65
P	MORRISON, G. .	—	Eton . .	Balliol .	2nd cl. Class. Greats, '62	'59, '60, '61
D	MOUNTAIN, J. G.	Clergyman . .	Eton . .	Merton .	2nd cl. Class. Greats, '41	'40, '41
S	MOYSEY, F. L. .	Clergyman . .	Westmnstr.	Ch. Ch. .	Hon. 4th cl. Class. Greats, '37	'36
	MULHOLLAND, A. J. . . . .	—	Eton . .	Balliol .	2nd cl. Class. Greats, '75	'77
	NEILSON, D. A. .	—	—	St. John's	—	'69
P	NICHOLSON, A. W.	Clerk, House of Commons	Winchester	Magd. .	Hon. 4th cl. Mod. Hist. Greats '73	'72, '73, '74
	NIND, P. H. .	Auditor-General, British Guiana	Eton . .	Ch. Ch. .	—	'52, '54 (53, '55 H.)
	NIXON, W. . .	Clergyman - (Colo- nial)	—	Worc. .	—	(51 H.)
	NORSWORTHY, G.	Barrister . . .	Winchester	Magd. .	—	'60
	OLDHAM, J. . .	—	Rugby . .	B.N.C. .	—	('47 H.)
	ORNSBY, I. A. .	Solicitor . . .	Doncaster.	Lincoln .	2nd cl. Law and Mod. Hist. Greats, '73	'72, '73
	PARSON, J. C. .	Vicar of Stansted and Forest Side	Marlboro' .	Trinity .	—	'64
	PAYNE, F. E. H..	Clergyman . . .	Cheltenham	St. John's	3rd cl. Law and Mod. Hist. Greats, '71	'70, '71, '72
	PENFOLD, E. H. .	—	Maidstone	St. John's	—	'46 ('45 H.)
	PELHAM, HER- BERT <sup>1</sup>	Clergyman . . .	Haileybury	Magd. .	3rd cl. Theol. Greats, '77	'77, '78
D	PENNEFATHER, J.	—	Harrow	Balliol .	—	'36
D C	PETCH, G. . .	Clergyman . . .	—	Lincoln .	2nd cl. Class. '47; Fell. of Trin.	'53 H.
P	PINCKNEY, W. .	Banker . . . .	Eton . .	Exeter .	—	'54, ('55 H.)
S D	POCKLINGTON, D.	—	Eton . .	B.N.C. .	—	'64
	POCOCK, J. J. J. .	Barrister, J.P. for Berks	Eton . .	Merton .	Post-master; 2nd cl. Class., '41	'40

<sup>1</sup> Died since Dinner.

## LIST OF OLD BLUES.

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OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
D	POLEHAMPTON, H. S.	Clergyman . . .	Eton . .	Pembroke	—	'46
	POOLE, A. R. .	Barrister . . .	Rugby . .	Trinity .	—	'61, '62
	POOLE, R. H. J. .	Assist. Master at Durham School	—	B.N.C. .	Open Scholar B.N.C.; 2nd cl. Class. Mods. '79; 3rd cl. Class. Greats, '81	'80
	POWYS, P. LYBB.	—	Eton . .	Balliol .	—	'39
	PRESCOT, K. .	Rector of Lapworth, Birmingham	Macclesfield	B.N.C. .	1st cl. Class. Greats, '52; Fell. of Merton	'52 ('53 H.)
	RAIKES, R. TAUN- TON	Formerly Barrister, now Solicitor	Radley . .	Merton .	Post-master; 2nd cl. Math. Mods. '64; 3rd cl. Math. Greats, '66	'65, '66
P S (C in '50)	RICH, W. G. .	New Zealand . .	Westmnstr.	Ch. Ch. .	—	'49 <sup>2</sup> , (48, '51 H.)
	RICHARDS, E. V.	Barrister, Q.C. .	Westmnstr.	Ch. Ch. .	2nd cl. Math. '43	'41
C	RICHARDS, F. J. .	Vicar of Boxley, Kent	Eton . .	Merton	—	'45 ('45 H. '45 T.)
C	RIDSDALE, S. O. B.	Barrister; Secretary to Chief Commis- sioner, Assam	Tonbridge	Wadham	Hon. 4th cl. Class. Greats, '61	'61
S	RISLEY, R. W. .	Clergyman . . .	Radley . .	Exeter .	—	'57, '58, '59, '60, (57, '59, H.)
C	ROBARTS, A. J. .	Banker . . .	Eton . .	Ch. Ch. .	—	'59 <sup>2</sup> , '60, (59 H.)
	ROBERTS, C. P. .	Vicar of Peel, Lan- cashire	Marlboro'.	Trinity .	—	'64
	ROBERTSON, W. .	Australia . . .	Rugby	Wadham	—	'61
	ROBINSON, H. M.	—	Harrow . .	New . .	—	'79
	ROCKE, A. B. .	—	—	Ch. Ch. .	2nd cl. Class. Greats, '55	'56
	ROGERS, W. .	Rector of Bishops- gate, E.; Preben- dary of St. Paul's; Chaplain inordi- nary to Her Majesty the Queen	Eton . .	Balliol .	—	'40
P	ROWE, G. D. .	—	Marlboro'.	Univ. .	—	'79, '80
	ROSS, ROBERT OF BLADENSBURG .	—	Radley	Exeter .	—	'68
	ROYDS, E. .	Rector of Brereton, Cheshire	Rugby . .	B.N.C. .	—	'40, '41, (43)

## OXFORD—continued.

	NAME	RANK, PROFESSION, &C.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
P	ROYDS, F. C.	Rector of Coddington, Cheshire	—	B.N.C.	—	'45, '46 ('47, '48 H.)
	SALMON, R. I.	Vicar of St. Martin's, Brighton	Durham	Exeter	Open scholrshp., '53; 2nd cl. Class. Mods., '55; 3rd cl. Class. Greats, '57	'56
	SCHNEIDER, H.	Colonial	Magd. Sch., Oxford	Trinity	—	'65
	SENHOUSE, H. P.	J.P.	Eton	Ch. Ch.	—	'65, '66
	SEYMOUR, A. E.	Vicar of Barnstaple, Devon	Charterhouse	Univ.	3rd cl. Class. Mods. '62	'64
C	SHADWELL, A. T. W.	Rector of Little Ilford, Essex	Eton	Balliol	2nd cl. Class. '43	'42 ('44 H.), ('43, '44 T.)
	SHEPHERD, R.	Clergyman	—	B.N.C.	—	'63
	SHERWOOD, W. E.	Clergyman, Bath College	Magd. Sch. Oxford	Ch. Ch.	1st cl. Math. Mods. '72; 3rd cl. Math. Greats, '74	'73, '74
	SHORT, W. F.	Clergyman, Fell. of New Coll., Oxford	Winchestr.	New	2nd cl. Class. Mods. '53, & Greats, '55	'54 ('53, '55 H.)
	SINCLAIR, J. S.	Clergyman	Repton	Oriel	2nd cl. Mod. Hist. Greats, '75	'74
C	SOANES, C. J.	Clergyman	King's Col.	St. John's	—	'46, '49 ('47, '48 H.)
	SOUTHWELL, H. B.	Domestic Chaplain to Bishop of Durham	Charterhouse	Pembroke	2nd class Class. Mods. and Gts., Uni. Theo. Schl.	'78, '79, '80
	SPOTTISWOODE, W.	President of Royal Society; Queen's Printer	Eton and Harrow	Balliol	1st cl. Math., Univ. Math. Schlrshp., '45	'45 ('44 H.), '44 T.
S	STANIFORTH, T.	Clergyman	Eton (Capt. of the Boats, '26)	Ch. Ch.	—	'29 H.
	STAPYLTON, H. E. CHETWYND.	—	Eton	Univ.	3rd cl. Class. '43	('43 T.)
	STAPYLTON, W. CHETWYND.	Vicar of Malden, Surrey; Honorary Canon of Rochester	Eton	Merton	3rd cl. Class. '47, Fell. of Merton	'45, '46 ('44, '45, '46 H.)
P	STAYNER, H. J.	Assam	—	St. John's	—	'74, '75, '76, '77
D	STEPHENS, E.	—	—	Exeter	2nd cl. Class. '31	'36
	STEPHENS, C.	Banker	Winchester	Balliol	—	('52 H.)

## LIST OF OLD BLUES.

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OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
	STEWART, C. H.	Clergyman, J.P. for Gloucestershire	Rugby	Oriel	—	'49 <sup>a</sup> ('50 H. '50 T.)
	STOCKEN, W. F.	Chaplain H.M. Prison Coldbath Fields	St. Paul's	Exeter	—	'56
	STRONG, C. J.	Army	Harrow	Univ.	—	'60
	SYKES, EDWARD	Vicar of Basildon, Reading	Eton	Worc.	—	49 <sup>a</sup> , ('48, '50, '51 H.) ('50 T.)
	TAHOUDIN, R.	Minor Canon of Windsor	Shrewsbury	St. John's	—	'69
	THOMAS, G. G. T. (now G. G. T. TREHERNE)	Solicitor	Eton	Balliol	Hon. 4th cl. Law and Mod. Hist. '61	'59
D	THOMPSON, W. S.	Clergyman	—	Jesus	—	'36
P S	THORLEY, J. T.	—	—	Wadham	—	'56, '57, '58, ('57 H.)
P	TINNÉ, J. C.	Solicitor	Eton	Univ.	—	'67, '68, '69 ('69 Harv.)
	TOOGOOD, J. J.	Prebendary of Wells, Rector of Kirkby-Overblow and R.D. of Wetherby, Yorkshire	Harrow	Balliol	—	'29 H.
C	TOTTENHAM, C. R. W.	—	Eton	Ch. Ch.	—	'64, '65, '66, '67, '68
D	TOWNSEND, R. N.	Surgeon	Crewkerne Gram. Sch.	Pembroke	—	'56
	TREMAINE, H. H.	Banker	Eton	Ch. Ch.	—	'49
P S	TUKE, F. E.	Vicar of Borden, Kent	Eton	B.N.C.	—	'45 ('44 H., '44 T.)
	WALLS, R. G.	Clergyman	Rugby	B.N.C.	—	'39, '40
C	WALPOLE, H. S.	Barrister	Eton	Balliol	—	'58
	WAUCHOPE, D.	Rector of Church Lawford, Warwickshire	Edinburgh	Wadham	—	'49
	WARRE, E.	Clergyman, Eton Master	Eton	Balliol	1st cl. Class. Mods. '56; and Greats, '59; Fell. of All Souls; Newcastle Sch.; Scholar of Ball.	'57, '58 ('57, '59 H.)
S	WAY, J. P.	Master at Marlborough	Somersetsh. Coll.	B.N.C.	1st cl. Class. Mods. '71; 2nd cl. Class. Greats, '73	'74, '75

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OXFORD—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
P	WILLAN, F.	Capt. 4th (M) Batt., Oxfordshire Light Infantry	Eton	Exeter	—	'66, '67, '68, '69, Harv. '69
S	WEST, L. R.	—	Eton	Ch. Ch.	—	'80
	WHARTON, J. H. T.	Solicitor	Magd. Sch.	Magd.	—	'79, '80
	WILLIAMS, J.	Barrister.	Liverpool	Lincoln	1st cl. Class. Mods. '71; 1st cl. Class. Greats, '73; 3rd cl. Law Greats, '74	'74
P D S	WILSON, F. M.	Late M.P. for Suf- folk	Eton	Ch. Ch.	—	'45 ('44, '45, '46 H.), ('44 '45 T.)
P	WINTER, G. R.	Vicar of Swaffham, Norfolk, and R.D.	Eton	B.N.C.	—	('47, '48 H.)
D	WOODEHOUSE, I.	—	—	Exeter	—	'49
	WOOD, T.	Rector of Grimoldby, Lincolnshire	Louth	Pembroke	—	'65
	WOOD, W. HARDY	Rector of Benwich, Cambs.	Louth	Univ.	2nd cl. Class. Mods. '56	'57, '58 (57 H.)
	WOOD, W. WIGHTMAN	Barrister.	Eton	Univ.	—	'66, '67
	WOODGATE, W. B.	Barrister.	Radley	B.N.C.	Open scholar B.N.C.; hon. 4th cl. Class. Greats, '63	'62, '63
	WOODHOUSE, S. H.	Barrister.	Eton	Univ.	2nd cl. Class. Mods. '69; 3rd cl. Class. Greats, '71	'69, '70 '71
C	WOOLASTON, C. B.	Vicar of Amport St. Mary, Hants.	Ottery St. Mary	Exeter	4th cl. Math. '38	'41
*	WORDSWORTH, C.	Bishop of St. An- drews	Harrow	Ch. Ch.	1st cl. Class. '30; Latin Verse, '27; College do., '27; Latin Essay, '31	'29 H.
	WYNNE, O. S.	J.P., D.L. Merion- ethshire; J.P. for Denbighshire	Eton	Ch. Ch.	—	'62
	YARBOROUGH, A. C.	New Zealand.	Eton	Lincoln	—	'68, '69, '69 Harv., '60
D	YOUNG, J. F.	Solicitor.	—	Corpus	—	



## LIST OF OLD BLUES.

## CAMBRIDGE.

D before a name denotes 'dead.'

C denotes 'Coxswains.'

P denotes 'Presidents.'

S denotes 'Strokes.'

\* denotes 'Double Blue.'

All races, except those marked H. (Henley), and T. (Thames Regatta), were rowed at Putney.

	NAME	RANK, PROFESSION, &C.	SCHOOL	COLLEGE OR BOAT CLUB	HONOURS	YEAR OF RACE
	ABERCROMBIE, J.	Physician . . .	Tonbridge Scholar	Caius .	Sch., Caius; 22nd Senior Opt. '39	'39
	AGNEW, S. A. .	Registrar General for Scotland	—	1st Trin.	Senior Opt., '55	'54
	ALDERSON, F. C.	Rector of Holdenby, Northampton	Eton . .	3rd Trin.	—	'56
P	ANDERSON, W. H.	Coffee Planter, Ceylon	Repton .	1st Trin.	29th 2nd cl. Class., '69	'67, '68, '69
C	ARCHER, F. H. .	Vicar of Christ Church, Newport, Mon.	Canterbury	Corpus .	20th Junior Opt., '65	'62, '63, '64, '65
	ARMITAGE, G. F.	Abroad . . .	—	Jesus .	—	'74
	ARMITAGE, C. N. L. . .	Abroad . . .	—	Jesus .	—	'80
S	ARNOLD, F. M. .	Clergyman . . .	Rugby .	Caius .	Sch., Caius ; 34th Wrangler, '48	'44, '45 ('44, T.) '74, '75
	AYLMER, J. A. .	Lieutenant, 4th Dragoon Guards	—	1st Trin.	—	
P D	BAGSHAW, W. L. G. .	—	Eton .	3rd Trin.	—	'49
S	BAILLIE, W. W. .	Clergyman . . .	—	Jesus .	—	'80
	BALDRY, A. .	—	—	1st Trin.	—	'49
	BARKER, T. W. .	—	Harrow .	1st Trin.	—	'78
	BARTON, W. .	—	—	L. Marg.	—	'80
D	BAYFORD, A. F. .	Barrister, Prin. Reg. Court of Probate	—	Trin. H.	Bracketed 1st Civil Law	'29
D	BEEBEE, M. H. L.	—	—	L. Marg.	4th Class. ; 18th Wrangler, '65	'65
	BENN, ANTHONY	Clergyman . . .	Cheltenham	Emman.	—	'57

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CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
	BENSON, C. W. .	—	Eton .	3rd Trin.	—	'72, '73, '75
	BIRD, A. H. S. .	Barrister . . .	Haileybury	1st Trin.	—	'79
	BLAKE, HENRY .	Solicitor . . .	Norwich .	Corpus .	—	'53, '54, '55
	BLAKE, J. S. .	Vicar of St. Jude's, Southsea	Marlboro'	Corpus .	—	'60, '61
C	BOOTH, G. .	J.P., co. Wicklow .	Rugby .	1st Trin.	—	'49 <sup>2</sup>
	BORTHWICK, G. .	Barrister . . .	Uppingh'm	1st Trin.	—	'64, '65
	BOURKE, J. ULICK .	Barrister, Irish .	Eton .	1st Trin.	—	'66, '67
P	BRANCKER, P. WHITFIELD	Clergyman . . .	Radley .	Jesus .	—	'76
P	BRANDT, H. .	Vicar of Elworth, Sandbach	Rugby .	1st Trin.	6th Junior Opt., '52	'51, '52
	BRAMWELL, A. .	Clergyman . . .	Rugby .	1st Trin.	—	('53 H.)
	BRETT, W. B. .	Lord Justice of Appeal	—	Caius .	28th Senior Opt., '39	'39 ('37, '38 T.)
P	BROOKES, H. .	—	—	1st Trin.	—	('44 T.)
D	BUCHANAN, J. G.	—	—	1st Trin.	3rd Junior Opt., '63	'62
	BUDD, G. .	—	—	L. Marg.	4th Junior Opt., '39	'37
C	CANDY, C. H. .	India . . .	—	Caius .	—	'73, '74
P	CHAMBERS, J. G.	Literary . . .	Eton .	3rd Trin.	1st in 3rd class Nat. Scien. '64	'62, '63
	CHAYTOR, H. J. .	Carpet Manufacturer	Durham .	Jesus .	10th in 2nd cl. Class. '60	'59, '60, '61
	CHERRY, B. N. .	Vicar of Luddington with Hemington, Northamptonshire	Eton and Durham	Clare .	19th Junior Opt., '62	'60
C	CLARKE, B. S. .	—	—	L. Marg.	21st Junior Opt., '80	'80
*	CLISSOLD, S. T. .	—	Eton .	3rd Trin.	—	'46
P	CLOSE, JAS. B. .	Iowa, U.S.A. . .	Wellington College	1st Trin.	—	'72, '73, '74
	CLOSE, JOHN B. .	Banker . . .	—	1st Trin.	—	'71, '72
	CLOSE, W. B. .	—	Wellington College	1st Trin.	—	'75, '76, '77
D	CLOVES, W. P. .	—	—	1st Trin.	—	'45, '46 (44, T.)
P	COBBOLD, R. H. .	Rector of Ross	Shrewsbury	Peterhse	46th Senior Opt., '43; 6th in 2nd cl. Class. '43	'41, '42 (42 H.)



LIST OF OLD BLUES.

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CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
	COLLARD, J. M.	Clergyman . .	—	L. Marg.	27th Senior Opt., '68	'67
	COLLINGS, H. H.	—	Eton . .	3rd Trin.	—	'61, '62 (59 H.)
	COURAGE, E.	Brewer . . .	Harrow .	1st Trin.	—	'54 ('53 H.)
P	COVENTRY, M.	Barrister . .	King's Coll.	Trin. H.	23rd Senior Opt., '62	'60, '61
	COWIE, HUGH	Barrister; Chan- cellor of Durham; Recorder of Mal- don and of Saffron Walden	—	1st Trin.	26th Wrang., '51	('51 H.)
C	CROKER, J. M.	Rector of Laven- ham, Suffolk	—	Caius .	8th Wrangler '40	'41
	CROKER, W. R.	—	—	Caius .	9th Wrangler '39	'41
C	CROSSE, C. H.	Vicar of Sawston, Cambridgeshire	Rugby .	Caius .	—	'52 ('51 H.)
D	CUNNINGHAM, F. E.	—	Eton .	King's .	16th in 1st cl. Class, '67	'67
*	DALE, J. W.	—	Tonbridge.	L. Marg.	—	'69, '70
	DARROCH, D.	Barrister . .	Harrow .	1st Trin.	2nd cl. Nat Sci., '60	'58, '59
	DAVIS, J. C. <sup>1</sup>	—	Eton .	3rd Trin.	—	'54
C	DAVIS, G. L.	Barrister . .	St. Peter's, York	Clare .	—	'75, '76, '77, '78, '79
S	DAVIS, R. D.	—	—	1st Trin.	—	'79, '80
	DENMAN, Hon. G.	Judge of the High Court	Repton .	1st Trin.	Sen. Classic '42; Fellow, '43	'41, '42
	DENMAN, Hon. L. W.	Rector of Willian, Herts	Shrewsbury	Magd. .	7th in 3rd cl. Class. '44	'41, '42
	DICKER, G. C.	Clergyman . .	Winchester	1st Trin.	—	'75
	DE RUTZEN, A.	Barrister; Met. Police Magistrate	Eton .	3rd Trin.	—	'49
P C	EGAN, T. S.	—	Rotting- dean	Caius .	—	'36, '39, '40, ('42 H.) (44 T.)
D	ENTWISLE, T.	—	—	Trin. H.	—	'29
	ESTCOURT, A. S.	Solicitor . .	Marlboro'	Trin. H.	6th in 2nd cl. Law, '74	'74
	FAIRBAIRN, A. H.	Vicar of Waltham St. Lawrence, Berks	Rugby .	2nd Trin.	—	'58, '60
	FAIRBURN, C.	Australia . .	—	Jesus	—	'79

<sup>1</sup> Died since Dinner.

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CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
	FAIRRIE, E. H.	—	Clapham Grammar School	Trin. H.	—	'56 ('55 H.)
	FENN, J. C.	—	—	1st Trin.	—	'77
	FITZGERALD, R. U. P.	—	Westmnstr.	Trin. H.	—	'61, '62
	FLETCHER, R.	Colliery Owner	Sedbergh	L. Marg.	Schol. St. John's; 29th Wrangler '38	'37
	FOLLETT, J. S.	Barrister	Eton	3rd Trin.	—	'71
D	FOORD, H. B.	—	Rugby	1st Trin.	—	'52
C	FORBES, A.	Indian Civil Service	—	L. Marg.	13th Junior Opt., '67	'66, '67
	FORMBY, R.	Barrister	Repton	1st Trin.	—	('51 H.)
	FORSTER, G. B.	Mining Engineer	York	L. Marg.	48th Senior Opt., '54	('53 H.)
	FORTESCUE, J.	Vicar of St. George's, Leicester	Eton	Magd.	Scholar Magda- lene; 8th Senior Opt., '67	'66
C	FRESHFIELD, E.	Solicitor, V.P.S.A.	Winchester	1st Trin.	20th Junior Opt., '54	('53 H.)
D	GALTON, R. C.	—	—	1st Trin.	—	'54
	GARFIT, A.	Rector of Easton, Northamptonshire	Private	1st Trin.	—	('47 H.)
C	GASKELL, T. K.	Rector of Folkes- worth, Peterborough	Westmnstr.	3rd Trin.	—	'61
	GISBORNE, T.	—	—	L. Marg.	—	('47 H.)
S P	GOLDIE, J. H. D.	Barrister	Eton	L. Marg.	17th 3rd cl. Class., '72	'69, '70, '71, '72
C	GORDON, H. E.	Barrister	Twickenhm.	1st Trin.	—	'69, '70, '71
D	GORDON, Hon. J. H.	—	—	1st Trin.	—	'67
	GORST, P. F.	Rector of Saxby and Stapleford, Leices- tershire	Brighton College	L. Marg.	—	'62
D	GOUGH, W. R.	—	—	1st Trin.	—	('38 T.)
D	GRAHAM, E. C.	—	—	1st Trin.	—	('55 H.)
S	GRANVILLE, A. K. B.	Vicar of St. Edmund, Durham	St. Paul's	Corpus	—	('36, '37 T.)
	GREEN, F. S.	Rector of Lydham, Shropshire	Shrewsbury	Caius	4th Wrangler, '37	('36, 37 T.)
P S	GRIFFITHS, W. R.	Barrister	Eton	3rd Trin.	1st in Law Trip., '66	'65, '66, '67

## CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
P	GURDON, C.	Barrister . . .	Haileybury	Jesus .	3rd cl. Class.	'76, '77, '78, '79
SP D	HALL, J.	—	Eton .	Magd. .	—	'58, '59, '60, '61 (57 H.)
	HARKNESS, R.	Rector of Wimborne, S. Giles, Wilts	Eton .	L. Marg.	—	'45, '46, '47 H.)
P D	HARKNESS, W.	Clergyman . . .	Eton .	L. Marg.	—	'45
	HARTLEY, PERCEVAL	Rector of Dunsby, Lincolnshire	Charter H.	Trin. H.	—	'36
D	HAVART, W. J.	Clergyman . . .	Rugby .	L. Marg.	—	'58, '59
	HAWKINS, W. W.	Vicar of Hensall, near Selby, York- shire	York .	L. Marg.	—	'64
P	HAWKSHAW, J. C.	Civil Engineer .	Westmnstr.	3rd Trin.	9th Sen. Opt., '64	'63, '64
P	HAWLEY, E.	Vicar of Worksop .	Oakham .	Sidney Sussex	Arch. Johnson Exr.; Lady Romney's, Exr.; Foundtn. sch.	('52, '53 H.)
D C	HEATH, B. R.	—	—	1st Trin.	—	'29
	HEATHCOTE, S.	—	Bath .	1st Trin.	—	'60 ('59 H.)
	HIBBERT, P. J.	Barrister . . .	Shrewsbury	L. Marg.	—	'74, '75
P S	HILL, C. GRAY .	Rector of Warboys, Hunts	Sherborne.	2nd Trin.	—	'45, '46 (45 H.)
	HOCKIN, T. E.	—	Radley .	Jesus .	—	'76, '77, '78, '79
	HODGSON, W. C.	Rector of Swebston, Leicestershire	Rugby .	1st Trin.	—	'49
P D	HOLDEN, J. C.	—	Eton .	3rd Trin.	—	'49 ('51 H.)
D	HOLDSWORTH, A. B. E. .	—	—	1st Trin.	—	'29
	HOLLEY, H. H.	—	—	Trin. H.	—	('59 H.)
	HOLLEY, W. H.	—	Edinburgh	Trin. H.	10th Sen. Opt. '58	'57
D	HOLME, A. P.	Rector of Tatten- hall, Cheshire	Grange Sch. Sunderland	2nd Trin.	—	'57
D	HOLROYD, G. F.	—	Winchester	1st Trin.	33rd Wrangler, 7th 2nd cl. Class., '46	'46
	HOPKINS, F. L.	—	—	1st Trin.	—	('45 H.)
	HOSKYNS, B. G.	Curate of St. Mary's, Southampton	Haileybury	Jesus .	—	'77
	HOSKYNS, E.	Vicar of St. Clement's, Notting Hill	Haileybury	Jesus .	—	'73



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CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
D	INGHAM, J. P.	Barrister . . .	Westmnstr	3rd Trin.	—	('59 H.)
	INGLES, D.	Vicar of Halstead, Essex	Edinburgh	1st Trin.	—	'60
S	JACKSON, F. C.	Rector of St. Ruan, Helston, Cornwall	—	L. Marg.	—	('47 H.)
P D S	JOHNSON, F. W.	Clergyman . . .	Eton . .	3rd Trin.	33rd Senior Opt., '53	'52 ('51 H.)
P	JOHNSON, H. F.	Rector of Chelmsford	Eton . .	3rd Trin.	—	'54 ('55 H.)
	JONES, HEIGHWAY, C.	Barrister . . .	Shrewsbury	Magd. .	—	'40, '41
P S	JONES, H. R. M.	Barrister . . .	Eton . .	3rd Trin.	—	'56 ('55 H.)
	JONES, LL. R.	Assistant Master at Oundle College	Durham .	Jesus .	Scholar of Jesus; 19th in 3rd class Class., '81	'78
D	JONES, W. J. H.	Clergyman . . .	—	2nd Trin.	—	'49
D	JONES, W. M.	—	—	Caius .	—	'36
	KEANE, J. H. Sir <sup>1</sup>	Baronet . . .	Rugby .	1st Trin.	—	'36 ('37 H.)
P	KINGLAKE, R. A.	Barrister . . .	Eton . .	3rd Trin.	8th Junior Opt., '66	'63, '64, '65, '66
	LA MOTHE, C. H. DE	Vicar of St. James', Little Heath, Essex	K. Wm. Coll. Isle of Man	L. Marg.	—	'63
S	LAWES, C. B.	Artist. . . .	Eton . .	3rd Trin.	3rd class Nat. Science, '65	'65
	LECKY-BROWN, W. C.	—	Radley .	Jesus .	—	'73, '74
P	LEWIS, T. W.	Barrister . . .	—	Caius .	—	'76, '77
P	LLOYD, R. LEWIS	—	Eton . .	3rd Trin.	—	'56, '57, '58, '59
C	LLOYD, T. B.	Clergyman . . .	Shrewsbury	L. Marg.	—	'46
D	LOCKHART, W. S.	—	—	Magd. .	—	'45
	LOMAX, H. J.	Vicar of Stoke Golding, Leicestershire	Harrow and Marlborough	1st Trin.	—	'71
D	LONGMORE, W. S.	—	—	Sidney Sussex	—	'52 ('51 H.)
	LOWE, W. H.	Clergyman . . .	Durham .	Christ's .	20th Senior Opt., '71; Tyrwhitt Heb. Schol.	'68, '70, '71
	LUBBOCK, H. H.	Vicar of Hanworth, Norwich	—	Caius .	—	'58

<sup>1</sup> Died since Dinner.

## CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
*	McCORMICK, J. .	Vicar of Hull and Rural Dean	Liverpool .	L. Marg.	—	'56
	MACMICHAEL, W. F.	Chaplain of Down- ing; late Head Master of Warwick Grammar School	Ripon .	Downing	Sch. Goldsmith's Exr.; 37th Wr. '69	'68, '69
S	MACNAGHTEN, E.	Q.C., M.P. for Antrim	Trin. Dublin	1st Trin.	3rd Classic; 34th Senior Opt., '52; Chan. Medal; Fellow of Trin.	'52 ('53 H.)
D	MANN, G. . .	—	—	Caius .	4th Jun. Opt. '45	('45 H.)
*	MASSEY, W. .	Barrister. . .	Harrow .	1st Trin.	—	'40
P	MAULE, W. .	Rector of Eynesbury, Hunts	Winchester	1st Trin.	—	('47 H.)
	MERIVALE, C. .	Dean of Ely . .	Harrow .	L. Marg.	4th Classic; 29th Senior Opt., '30	'29
	MICHELL, W. G.	Master at Rugby .	Wellington	1st Trin.	Bracketed 4th Classic '77; Fell.	'75
D	MILLER, H. J. .	—	Eton . .	3rd Trin.	—	'49
	MORGAN, R. H. .	Clergyman . .	Llandovery	Emman.	—	'63
C	MORLAND, J. T. .	Solicitor . . .	Harrow .	1st Trin.	—	('58, '59 H.) '59, '60
C	MUNSTER, H. .	Barrister. . .	—	1st Trin.	—	'45 ('45 H.)
D C in '47	MURDOCH, G. F.	—	Eton . .	L. Marg.	—	'46 ('47 H.)
	NADIN, H. TRAF- FORD	Colliery Proprietor .	Leicester Collegiate	Pembroke	30th Jun. Opt., '68	'68
	NAIRNE, S. . .	Vicar of High Wych, Herts	Clapham .	Emman.	16th Senior Opt., '56	'54
	NICHOLS, J. P. .	Solicitor . . .	Westmnstr.	3rd Trin.	—	'68
	NICHOLSON, C. A.	J.P., D.L. co. Meath.	Westmnstr.	1st Trin.	—	('47 H.)
	NICHOLSON, W. N.	Senior Master in Lunacy	Charter H.	1st Trin.	7th Senior Opt., '38	('37 T.)
	NORRIS, W. A. .	Vicar of Flore, Northamptonshire	Eton . .	3rd Trin.	—	'52
	PAGE, A. S. . .	Vicar of Selsley, Gloucestershire	Rossall .	L. Marg.	33rd Jun. Opt. '52	('51 H.)
D	PALEY, G. A. .	—	Clapham .	L. Marg.	49th Senior Opt. '60	'58, '59
D	PARIS, A. . .	Clergyman . .	—	Corpus .	—	('39 H. '38 T.)
	PEABODY, J. E. .	Abroad . . .	Cheltenham	1st Trin.	—	'73

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CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
P	PEARSON, P. P., (now PEARSON- PENNANT)	J.P. for Flintshire .	Charter H.	L. Marg.	31st Senior Opt., '57; 3rd in 1st Class., Moral Science, '58	'57 ('55 H.)
	PELLEW, H. E. .	Abroad . . .	Eton . .	3rd Trin.	—	'49
D	PENROSE, C. T. .	Clergyman . . .	Rugby . .	1st Trin.	2nd Classic, '39; Bell scholar	'39 ('37, '38 T.)
	PENROSE, F. C. .	Architect in charge of St. Paul's Cath.	Winchester	Magd. .	10th Senior Opt., '42	'40, '41, '42
	PHELPS, E. L. .	H.M. Inspector of Schools	Wimbledon	Sidney .	30th Junior Opt., '70	'70, '71
	PHILLIPS, E. A. .	Banker . . .	Shrewsbury	Jesus .	—	'75
	PIGOTT, E. V. .	Vicar of Leaton, Salop	Marlboro'	Corpus .	2nd cl. Theo. Tripos, '65	'64, '65
	PIKE, L. G. .	Special Pleader .	Highgate .	Caius .	—	'76, '77, '78
S	PINCKNEY, W. J.	Clergyman . . .	Rugby . .	1st Trin.	—	'68
C	POLLOCK, A. B. .	Barrister . . .	Westmnstr.	1st Trin.	—	'42 (42 H.)
	POTTS, H. J. .	Vicar of Llangarren, Herefordshire	Wilton .	2nd Trin.	—	'45 H.)
P S	PREST, E. H. .	—	Durham .	Jesus .	13th in 2nd cl. Class., '80	'78, '79, '80
	PRIOR, R. D. .	Schoolmaster . .	Bedford .	Queen's .	5th 3rd cl. Class. '81	'80
D	PROBY, H. .	—	—	2nd Trin.	—	'49
	RANDOLPH, E. S. L.	Vicar of Great Ches- terford, Essex	Westmnstr.	3rd Trin.	—	'70, '71, '72
	RAVEN, J. .	Clergyman . . .	Shrewsbury	Magd. .	—	('44 H.) (44 T.)
P	READ, C. S. .	Stockbroker . . .	Radley .	1st Trin.	—	'72, '73, '74
S P	RHODES, H. E. .	—	Eton . .	Jesus .	—	'73, '74, '75, '76
S P	RICHARDS, G. H.	Abroad . . .	—	1st Trin.	—	'61, '62
P	RICHARDSON, J. W.	Rector of Sandy, Beds.	Shrewsbury	1st Trin.	27th Senior Opt., '44	'45, ('44 H.)
P S	RIDLEY, J. M. .	Barrister . . .	Eton . .	Jesus .	20th Senior Opt., '42	'40, '41, '42 ('42 H.)
	RIDLEY, J. H. .	Engineer . . .	Eton . .	Jesus .	—	'69, '70
C	ROBERTS, C. H. .	Chaplain, Royal Small Arms Fac- tory, Enfield Lock	St. Paul's .	Jesus .	—	'72
	ROBINSON, G. M.	Solicitor . . .	Repton .	Christ's .	15th Senior Opt., '73	'72
	ROUTLEDGE, T. .	Abroad . . .	—	Emman.	—	'79



LIST OF OLD BLUES.

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CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &C.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
D	ROYDS, J. . .	—	—	Christ's .	—	'42 ('42 H.)
	ROYDS, N. . .	Clergyman . . .	Rugby .	1st Trin.	—	'59 ('58 H.)
	RUSHTON, J. A. .	Clergyman . . .	Edinburgh Academy	Emman.	32nd Sen. Opt., '69	'69
	SALTER, J. P. KING . . .	—	—	Trin. H.	—	'56
	SANDERSON, E. .	Rector of Uckfield, Sussex	Lancaster .	Corpus .	9th 2nd cl. Class., '63	'62
	SANDFORD, H. .	Abroad . . .	Shrewsbury	L. Marg.	—	'79, '80 '81
P	SCHREIBER, H. W.	Vicar of Coddanham	Cheltenham College	Trin. H.	15th in 2nd cl. Class., '56	('55 H.)
D	SELWYN, G. A. .	Late Bishop of Lich- field	Eton . .	L. Marg.	2nd Classic, '31 ; 21st Jun. Opt.	'29
S D	SELWYN, J. R. .	Bishop of Melanesia	Eton . .	3rd Trin.	13th in 3rd cl. Class., '66	'64, '66
	SERGEANTSON, J. J.	Rector of St. Mi- chael's, Lichfield	Rugby .	1st Trin.	38th Junior Opt., '58	'57
	SHADWELL, A. H.	Taxing Master, Chancery Division	Eton . .	L. Marg.	12th Junior Opt., 8th in 2nd cl. Class., '40	'39, '40 (38 T.)
S	SHAFTO, C. D. .	Barrister . . .	Durham .	Jesus .	8th in 3rd cl. Class., '76	'76, '77
C	SMITH, C. T. .	Judge of Sup. Court, C. of Good Hope	—	Caius .	5th Senior Opt., '47	'54
	SMITH, A. L. .	Barrister, Junior Counsel to the Treasury	—	1st Trin.	—	'57, '58, '59 ('58 H.)
P	SMYLY, W. C. .	Barrister . . .	Harrow .	1st Trin.	3rd cl. Law, '62	'62, '63
	SMYTH, W. W. .	F.R.S. ; Inspector of Crown Mines	Westmnstr. & Bedford	2nd Trin.	7th Wrangler ; 6th in 3rd cl. Class., '41	'39 (38 T.)
S	SNOW, W. (now STRAHAN)	Abroad . . .	Eton . .	L. Marg.	3rd Senior Opt., '30	'29
S	SNOW, H. (now KYNASTON)	Principal of Chelten- ham College	Eton . .	L. Marg.	Porson Scholar ; Browne Medal- list ; Camden Medallist ; 4th Classic '57 ; Fell.	'56, '57
	SOLLY, W. HAM- MOND . . .	—	Harrow .	1st Trin.	—	'36
	SPENCER, E. A. A.	Head Master of Mili- tary and Civil Dept. Cheltenham Coll.	Rossall .	2nd Trin.	24th Wrangler, '72 ; 18th in 3rd cl. Class.	'70, '71, '72
	SPURRELL, R. J. .	—	Ipswich .	Trin. H.	—	'78

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CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
	STRACHAN, J. .	Abroad . . .	—	Trin. H.	—	'70
D S	STANLEY, E. .	—	Eton .	Jesus .	—	'36, '39
S	STANNING, J. .	—	Rugby .	1st Trin.	3rd in 2nd cl. Class., '63	'63
	STEAVENSON, D. F. . . .	Barrister . . .	—	Trin. H.	—	'64, '65, '66
P D	STEPHENSON, S. V. . . .	—	—	Caius .	—	(53 H.)
P	STILL, J. . .	Vicar of Nether- avon, Wilts	Winchester	Caius .	—	'66, '67, '68, '69
	TARLETON, W. H.	Vicar of St. Cuth- bert's, Birmingham	Dedham .	L. Marg.	—	'61
D	TAYLOR, S. B. .	—	—	1st Trin.	—	'40
D *	THOMPSON, W. T.	Clergyman . . .	—	Jesus .	—	('29 H.)
	TOMKINSON, H. R.	Barrister . . .	Rugby .	1st Trin.	36th Wrangler, '54	('53 H.)
	TOWER, F. E. .	Clergyman . . .	Harrow .	L. Marg.	—	'42 ('42 H.)
	TUCKEY, H. E. .	Clergyman . . .	—	L. Marg.	—	'52 ('51 H.)
	TURNBULL, T. S.	Solicitor . . .	—	Trin. H.	—	'73
	UPCHER, A. W. .	Rector of Wrening- ham, Norfolk	—	2nd Trin.	11th Sen. Opt., '37	'36
	UPPLEBY, G. C. .	Barrister and Stip. Mag., Lincolnshire	Shrewsbury	Magd. .	—	'40
	VENABLES, H. .	Clergyman . . .	Rugby .	Jesus .	—	'44
P S	VIALLS, C. M. .	—	Westmnstr	3rd Trin.	—	'40, '41
	VINCENT, S. .	Barrister . . .	—	1st Trin.	—	('47 H.)
	WADDINGTON, W. H.	French Minister; Member of the French Institute, '64; Deputy for the Department de l'Aisne, '71; Sena- tor, '76; Minister of Public Instruc- tion, '73; again in '76-'77; Minister of Foreign Affairs, '77-'79; Prime Minister, '79	Rugby .	2nd Trin.	2nd Classic, 3rd Sen. Opt. '49; Chancellor's Medallist, '49	'49
	WARLOW, W. M.	—	—	Queen's	—	80

## LIST OF OLD BLUES.

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## CAMBRIDGE—continued.

	NAME	RANK, PROFESSION, &c.	SCHOOL	COLLEGE	HONOURS	YEAR OF RACE
C	WARNER, T. D.	Abroad . . .	—	Trin. H.	—	'68
	WARREN, C.	Vicar of Over, Cam- bridgeshire	—	2nd Trin.	Scholar	'29
	WATNEY, H.	Assistant Physician St. George's Hospi- tal; Examiner of Medical degrees Cambridge Univ.	Rugby	L. Marg.	—	'65, '66, '67
P	WATSON TAYLOR, J. A.	—	Eton . .	Magd. .	—	'78
	WATSON, H.	Rector of Water Or- ton, Warwick	Manchester	Pembroke	—	'64
D	WATSON, W.	—	—	Jesus .	—	('42 H.)
C	WHARTON, R.	Civil Service . .	Eton . .	Magd. .	—	'57, '58
	WILDER, E.	—	Eton . .	Magd. .	—	*'46
D	WILLIAMS, H.	—	—	L. Marg.	—	'56, '58, '59 ('55 H.)
	WILSON, J. B.	Rector of Knight- wich, Worcester	Giggleswick	Pembroke	7th Jun. Opt., '65	'63
C *	WINGFIELD, W.	Vicar of Leighton, Salop	Rossall .	1st Trin.	—	'56 ('55 H.)
	WOLSTENHOLME, E. P.	Barrister; one of the Conveyancing Counsel of the Court	—	1st Trin.	30th Wrangler, 11th in 3rd cl. Class., '47	'46 (47 H.)
	WOOD, J. G.	Barrister . . .	—	Emman.	14th in 1st cl. Class.; 5th in 1st cl. Law, '66; Fellow of Em- manuel Coll., '67; Chancellor's Legal Medallist, '68; Whewell University Law Scholar, '68	'68
S	WRAY, J. COP- LEY	Colonel 4th (M) Battalion Manches- ter Regiment	—	2nd Trin.	10th Wrangler, '49; Fellow of Clare.	'49
S	WRIGHT, J.	Solicitor . . .	Westminstr	L. Marg.	—	'54
	YATMAN, W. H.	Barrister . . .	Winchester	Caius .	—	'39 ('38 T.)
	YOUNG, F. J.	—	Leeds .	Christ's .	—	'69



ANALYTICAL APPENDICES

TO

LIST OF OLD BLUES.



**TABLE OF RACES IN WHICH THE UNIVERSITY CREWS HAVE  
ROWED AGAINST EACH OTHER.**

Date	Course	Starters	Winner	Time	Won by
1829, June 10	{ From Hambledon Lock } to Henley Bridge	O.U.B.C. and C.U.B.C.	O	m. s. 14 30	Easily
1836, June 17	Westminster to Putney	" "	C	36 0	1 min.
1839, Apr. 3	" "	" "	C	31 0	1.45 min.
1840, Apr. 15	" "	" "	C	29 30	$\frac{3}{4}$ length
1841, Apr. 14	" "	" "	C	32 30	1.4 min.
1842, June 11	" "	" "	O	30 45	13 secs.
1845, Mar. 15	Putney to Mortlake	" "	C	23 30	30 secs.
1845 —	Grand Challenge Cup, Henley	" "	C	8 30	$2\frac{1}{2}$ lengths
1846, Apr. 3	Mortlake Church to Putney	" "	C	21 5	2 lengths
1847 —	Grand Challenge Cup, Henley	" "	O	8 0	$2\frac{1}{2}$ lengths
1849, Mar. 29	Putney to Mortlake	" "	C	22 0	Easily
1849, Dec. 15	" "	" "	O	—	Foul
1851 —	Grand Challenge Cup, Henley	" "	O	7 45	6 lengths
1852, Apr. 3	Putney to Mortlake	" "	O	21 36	27 secs.
1853 —	Grand Challenge Cup, Henley	" "	O	8 3	2 feet
1854, Apr. 8	Putney to Mortlake	" "	O	25 29	15 strokes
1855 —	Grand Challenge Cup, Henley	" "	C	8 32	$2\frac{1}{2}$ lengths
1856, Mar. 15	{ Barker's Rails Pedestal } to Putney	" "	C	25 50	$\frac{1}{2}$ length
1857, Apr. 4	Putney to Mortlake	" "	O	22 35	35 secs.
1858, Mar. 27	" "	" "	C	21 23	22 secs.
1859, Apr. 15	" "	" "	O	24 40	Cam. sank
1860, Mar. 31	" "	" "	C	26 5	1 length
1861, Mar. 23	" "	" "	O	23 30	48 secs.
1862, Apr. 12	" "	" "	O	24 41	30 secs.
1863, Mar. 28	{ Barker's Rails Pedestal } to 'Star and Garter'	" "	O	23 6	43 secs.
1864, Mar. 19	Putney to Mortlake	" "	O	21 40	26 secs.
1865, Apr. 8	" "	" "	O	21 24	4 lengths
1866, Mar. 24	" "	" "	O	25 35	15 secs.
1867, Apr. 13	" "	" "	O	22 40	$\frac{1}{2}$ length
1868, Apr. 4	" "	" "	O	20 56	6 lengths
1869, Mar. 17	" "	" "	O	20 5	3 lengths
1870, Apr. 6	" "	" "	C	22 4	$1\frac{1}{2}$ lengths
1871, Apr. 1	" "	" "	C	23 5	1 length
1872, Mar. 23	" "	" "	C	21 15	2 lengths
1873, Mar. 29	" "	" "	C	19 35	$3\frac{1}{2}$ lengths
1874, Mar. 28	" "	" "	C	22 35	3 lengths
1875, Mar. 20	" "	" "	O	22 2	29 secs.
1876, Apr. 8	" "	" "	C	20 20	19 secs.
1877, Mar. 24	" "	" "	Dead heat	24 8	Dead heat
1878, Apr. 13	" "	" "	O	22 13	40 secs.
1879, Apr. 5	" "	" "	C	21 18	$3\frac{1}{2}$ lengths
1880, Mar. 22	" "	" "	O	21 23	$3\frac{1}{2}$ lengths

<sup>1</sup> The latest race rowed (from Westminster to Putney) at 6.10 p.m.

(The Henley race in 1829 was rowed as late as 7.56 p.m.)

<sup>2</sup> The only race won by a foul.

<sup>3</sup> The slowest race rowed between Putney and Mortlake.

<sup>4</sup> The fastest race rowed between Putney and Mortlake. Sliding seats first used.

<sup>5</sup> First race with outriggers.

<sup>6</sup> First race with keelless boats and round-loomed oars.

<sup>7</sup> The earliest race, rowed at 7.48 a.m.

**TABLE OF RACES IN WHICH THE UNIVERSITY CREWS  
HAVE COMPETED WITH OTHER CREWS.**

Date	Course	Starters	Winner	Time	Won by
1837	Westminster to Putney	C.U.B.C.; Leander B.C.	C.U.B.C.	30.12	7 secs.
1838	"	C.U.B.C.; Leander B.C.	—	—	Foul
1842	Henley, Grand Challenge	C.U.B.C.; King's Coll. Lond.; Ox. Aquatics; Etonian Club; Cam. Rooms	Cam. Rooms	8.30	2 or 3 feet
1843	"	O.U.B.C.; Trin. Coll. Cam.; Ox. Aquatics; Etonian Club; Cam. Rooms.	O.U.B.C.	9 min.	1 length <sup>1</sup>
"	Thames Regatta Chiswick Eyot to Putney Bridge	O.U.B.C.; Cam. Sub. Rooms; Leander B.C.	O.U.B.C.	—	Fouls all the way between Cambridge and Leander. C. claimed to row O.
1844	Thames Regatta	O.U.B.C.; C.U.B.C.; Leander B.C.	O.U.B.C.	—	4 lengths
"	Henley, Stewards' Challenge	O.U.B.C.; Ox. Aquatics; St. George's (holders)	O.U.B.C.	9.16	1½ length
1845	Stewards' Challenge	O.U.B.C.; St. George's; Windsor and Eton Club	O.U.B.C.	—	—
1846	Stewards' Challenge	O.U.B.C.; Guy's Club, Lond.; Dreadnought, Henley	O.U.B.C.	—	Easily
"	Thames Reg. (fours)	O.U.B.C.; 1st Trin. Cam.	1st Trin., Cam.	—	—
1848	Henley, Grand Challenge	O.U.B.C.; Thames	O.U.B.C.	9.11	Easily; by 20 sec.
1850	Grand Challenge Stewards' Chall.	O.U.B.C. . . . .	Walked over	—	—
"	Thames (4 oars). Stewards' Chall.	O.U.B.C. . . . .	—	—	—
1851	Stewards' Chall.	C.U.B.C.; Ch. Ch. Ox.; Brasenose, Ox.	C.U.B.C.	8.54	4 lengths
1852	Henley, Grand Challenge	O.U.B.C.; Ox. Aquatics	O.U.B.C.	—	2 "
"	Stewards' Chall.	O.U.B.C.; Argonauts	O.U.B.C.	—	3 "
1853	Stewards' Challenge	O.U.B.C.; Argonauts; Trin. Coll. Cam.	O.U.B.C.	8.57	4 "
1857	Henley, Grand Challenge	O.U.B.C.; L.R.C.	L.R.C.	7.55	1½ "
1858	Grand Challenge	C.U.B.C.; Leander; L.R.C.	C.U.B.C.	7.26	½ length
1859	Grand Challenge	O.U.B.C.; C.U.B.C.; L.R.C.	L.R.C.	7.45	—
1869	Putney to Mortlake	O.U.B.C.; Harvard University	O.U.B.C.	22.17	3 lengths

<sup>1</sup> With 7 oars only.



## EPITOMISED STATEMENT OF RACES.

IN the fifty-one years, dating from and including the first race in 1829 to and including 1880, forty-two races have been rowed between the two Universities alone. Of these—

	Putney	Henley	Total
Oxford have won . . .	18	4	22
Cambridge „ . . .	17	2	19
Dead heat in 1877. . .	—	—	1
Total . . .	—	—	42

In addition to the forty-two races above mentioned, University crews have competed in the following events :—

	Grand Challenge	Thames	Leander	Won	Lost	Total
8 oars Oxford . . .	6	2	—	6	2	= 8
8 oars Cambridge. . .	3	1	2	2	3	= 6 <sup>1</sup>

<sup>1</sup> One race between Cambridge and Leander in 1838 was given void, owing to fouling.

	Stewards	Thames	Harvard	Won	Lost	Total
4 oars Oxford . . .	6	2	1	8	1	9
4 oars Cambridge. . .	1	—	—	1	—	1

## SUMMARY.

	Races	Won	Lost	Dead heat	Void	Total
Oxford have rowed . . .	59	37	21	1	—	59
Cambridge have rowed . . .	49	22	25	1	1	49

TABLE SHOWING THE NUMBER OF MEN SUPPLIED TO THE  
UNIVERSITY CREWS BY VARIOUS SCHOOLS from 1829 to 1880.

OXFORD	No.	CAMBRIDGE	No.
Bruton . . . . .	1	Bath . . . . .	1
Blackheath . . . . .	1	Bedford . . . . .	1
Charterhouse . . . . .	2	Brighton . . . . .	1
Cheltenham . . . . .	1	Canterbury . . . . .	1
Clifton . . . . .	1	Cheltenham . . . . .	3
Cowbridge . . . . .	1	Charterhouse . . . . .	3
Crewkerne . . . . .	1	Clapham Grammar School . . . . .	3
Durham . . . . .	7	Dedham . . . . .	1
Doncaster . . . . .	1	Durham . . . . .	5
Edinburgh University . . . . .	3	Eton . . . . .	40
Eton . . . . .	79	Edinburgh University . . . . .	2
Finchley . . . . .	1	Edinburgh Academy . . . . .	1
Highgate (Cholmondeley) . . . . .	1	Giggleswick . . . . .	1
Harrow . . . . .	10	Harrow . . . . .	10
Haileybury . . . . .	1	Haileybury . . . . .	4
Hereford Cathedral School . . . . .	1	Highgate . . . . .	1
King's College, London . . . . .	2	Isle of Man, King William's College . . . . .	1
King's School, Canterbury . . . . .	1	Ipswich . . . . .	1
Lancing . . . . .	1	King's College, London . . . . .	1
Louth . . . . .	2	Lancaster . . . . .	1
Liverpool . . . . .	2	Leeds . . . . .	1
Magdalen School, Oxford . . . . .	3	Liverpool College . . . . .	1
Macclesfield . . . . .	1	Leicester Collegiate School . . . . .	1
Marlborough . . . . .	4	Llandovery . . . . .	1
Free Grammar School, Marlborough . . . . .	1	Marlborough . . . . .	3
Maidstone . . . . .	1	Monmouth . . . . .	1
Merchant Taylors' . . . . .	5	Manchester . . . . .	1
Norwich . . . . .	1	Norwich . . . . .	1
Ottery St. Mary . . . . .	1	Oakham . . . . .	1
Radley . . . . .	8	Radley . . . . .	4
Reading . . . . .	1	Repton . . . . .	4
Repton . . . . .	1	Rugby . . . . .	19
Rugby . . . . .	12	Ripon . . . . .	1
St. Paul's . . . . .	1	Rossall . . . . .	3
Sherborne . . . . .	3	Rottingdean . . . . .	1
Shrewsbury . . . . .	2	Sedbergh . . . . .	1
St. Peter's, York . . . . .	1	St. Paul's . . . . .	2
Somersetshire College . . . . .	1	Sherborne . . . . .	1
Tonbridge . . . . .	3	Sunderland, Grange School . . . . .	1
University College School, London . . . . .	1	St. Peter's, York . . . . .	3
Westminster . . . . .	14	Shrewsbury . . . . .	11
Winchester . . . . .	14	Twickenham . . . . .	1
		Trinity, Dublin . . . . .	1
		Tonbridge . . . . .	2
		Uppingham . . . . .	1
		Wellington College . . . . .	3
		Westminster . . . . .	11
		Winchester . . . . .	7
		Wilton . . . . .	1
		Wimbledon . . . . .	1

Eton, as might be expected, heads the list with 119 contributions ; Rugby comes next with 31 ; Westminster, 25 ; Winchester, 21 ; Harrow, 20.

TABLE SHOWING THE NUMBER OF MEN SUPPLIED TO THE  
UNIVERSITY CREWS BY VARIOUS COLLEGES from 1829 to 1880.

OXFORD		CAMBRIDGE	
Colleges	No.	Colleges	No.
Balliol . . . . .	28	Christ's . . . . .	4
Brasenose . . . . .	29	Clare . . . . .	2
Christ Church . . . . .	40	Corpus Christi . . . . .	7
Corpus Christi . . . . .	6	Downing . . . . .	1
Exeter . . . . .	19	Emmanuel . . . . .	6
Hertford . . . . .	3	Gonville and Caius . . . . .	18
Jesus . . . . .	2	Jesus . . . . .	23
Keble . . . . .	2	King's . . . . .	1
Lincoln . . . . .	4	Lady Margaret . . . . .	37
Magdalen . . . . .	8	Magdalene . . . . .	11
Merton . . . . .	11	Pembroke . . . . .	3
New College . . . . .	4	Peterhouse . . . . .	1
Oriel . . . . .	8	Queen's . . . . .	2
Pembroke . . . . .	14	Sidney Sussex . . . . .	3
Queen's . . . . .	2	Trinity Hall . . . . .	16
St. John's . . . . .	14	1st Trinity . . . . .	68
Trinity . . . . .	9	2nd Trinity . . . . .	12
University . . . . .	23	3rd Trinity . . . . .	27
Wadham . . . . .	8		
Worcester . . . . .	9		

## LIST OF PRESIDENTS—1839 to 1880.

OXFORD			CAMBRIDGE		
Date	Name	College	Date	Name	College
Apr. 1839	C. Bewicke . .	Univ.	1840	C. M. Vialls . .	3rd Trin.
Oct. 1839	S. E. Maberley .	Ch. Ch.	1842	J. M. Ridley . .	Jesus
Feb. 1840	J. J. T. Somers-Cocks	B.N.C.	1842	R. H. Cobbold .	Peter's
Oct. 1840	F. N. Menzies .	Univ.	1843	J. Beresford <sup>1</sup> .	Peter's
Nov. 1842	G. E. Hughes . .	Oriel	1844	H. Brookes . .	1st Trin.
Feb. 1844	R. Lowndes . .	Ch. Ch.	1845	J. W. Richardson	1st Trin.
June 1844	F. E. Tuke . .	B.N.C.	1845	C. G. Hill . .	2nd Trin.
June 1845	F. M. Wilson . .	Ch. Ch.	1846	W. Harkness . .	L. Marg.
Jan. 1846	W. H. Milman . .	Ch. Ch.	1847	W. Maule . .	1st Trin.
Nov. 1846	F. C. Royds . .	B.N.C.	1848	A. B. Dickson <sup>1</sup> .	3rd Trin.
Oct. 1847	E. C. Burton . .	Ch. Ch.	1849	W. L. G. Bagshawe	3rd Trin.
Oct. 1848	G. R. Winter . .	B.N.C.	1849	J. C. Holden . .	3rd Trin.
Oct. 1849	W. G. Rich . .	Ch. Ch.	1851	H. Brandt . .	1st Trin.
Oct. 1851	J. W. Chitty . .	Balliol	1852	F. W. Johnson .	3rd Trin.
May 1852	R. Greenall . .	B.N.C.	1853	E. Hawley . .	Sidney
Oct. 1852	W. O. Meade-King .	Pembrke	1853	T. S. Egan . .	Caius
Jan. 1855	T. H. Marshall . .	Exeter	1854	S. V. Stephenson .	Caius
Oct. 1855	W. Pinckney . .	Exeter	1855	H. F. Johnson .	3rd Trin.
Jan. 1856	A. P. Lonsdale . .	Balliol	1855	H. W. Schreiber .	Trin. H.
Oct. 1857	J. T. Thorley . .	Wadham	1856	H. R. Mansel Jones	3rd Trin.
Jan. 1858	E. Warre . .	Balliol	1856	P. Pearson . .	L. Marg.
Oct. 1858	J. Arkell . .	Pembrke	1857	R. L. Lloyd . .	3rd Trin.
Oct. 1859	G. Morrison . .	Balliol	1859	J. Hall . .	Magd.
June 1862	W. M. Hoare . .	Exeter	1861	M. Coventry . .	Trin. H.
Oct. 1863	C. R. Carr . .	Wadham	1861	J. Hall . .	Magd.
Jan. 1865	A. Morrison . .	Balliol	1862	G. H. Richards .	1st Trin.
Oct. 1865	M. Brown . .	Trinity	1863	W. C. Smyly . .	1st Trin.
Oct. 1866	F. Willan . .	Exeter	1864	J. C. Hawkshaw .	3rd Trin.
Oct. 1868	J. C. Tinné . .	Univ.	1865	J. G. Chambers .	3rd Trin.
Oct. 1869	W. D. Benson . .	Balliol	1866	R. A. Kinglake .	3rd Trin.
Oct. 1871	R. Lesley . .	Pembrke	1867	W. R. Griffiths .	3rd Trin.
Nov. 1873	A. W. Nicholson .	Magd.	1868	J. Still . .	Caius
Oct. 1874	H. J. Stayner . .	St. John's	1869	W. H. Anderson .	1st Trin.
Oct. 1876	T. C. Edwards-Moss	B.N.C.	1870	J. H. D. Goldie .	L. Marg.
Oct. 1878	W. H. Grenfell .	Balliol	1873	C. S. Read . .	1st Trin.
Oct. 1879	G. D. Rowe . .	Univ.	1874	Jas. B. Close . .	1st Trin.
Oct. 1880	R. S. Kindersley .	Exeter	1875	H. E. Rhodes . .	Jesus
			1876	W. B. Close . .	1st Trin.
			1876	P. W. Brancker .	Jesus
			1877	T. W. Lewis . .	Caius
			1878	C. Gurdon . .	Jesus
			1879	E. H. Prest . .	Jesus
			1880	J. Watson Taylor .	Magd.

<sup>1</sup> The only instances of Presidents of either Boat Club who were not members of any University Crew.

## LIST OF STROKES—1829 to 1880.

\* Denotes stroke of a winning crew.

OXFORD			CAMBRIDGE		
Date	Name	College	Date	Name	College
1829	*T. Staniforth .	Ch. Ch.	1829	W. Snow (now Strahan)	L. Marg.
1836	F. L. Moysey .	" "	1836	*A. K. B. Granville.	Corpus
1839	C. Bewicke .	Univ.	1837 (T.)	*A. K. B. Granville.	"
1840	J. J. T. Somers-Cocks	B.N.C.	1838 (H.)	*E. Stanley .	Jesus
1841	J. J. T. Somers-Cocks	"	1839	*E. Stanley .	"
1842	*F. N. Menzies .	Univ.	1840	*C. M. Vialls .	3rd Trin.
1843 (H.)	*G. E. Hughes .	Oriel	1841	*C. M. Vialls .	"
1843 (T.)	*G. E. Hughes .	"	1842	*J. M. Ridley .	Jesus
1844 (H.)	*F. E. Tuke (4) .	B.N.C.	1842 (H.)	*J. M. Ridley .	"
1844 (T.)	*F. E. Tuke .	"	1844 (T.)	F. M. Arnold .	Caius
1845	F. E. Tuke .	"	1845	*C. G. Hill .	2nd Trin.
1845 (H.)	*F. M. Wilson (4) .	Ch. Ch.	1845 (H.)	*C. G. Hill .	"
1845 (T.)	*F. M. Wilson (4) .	" "	1846	*C. G. Hill .	"
1846	W. H. Milman .	" "	1847 (H.)	F. C. Jackson .	L. Marg.
1846 (H.)	*W. H. Milman (4).	" "	1849	*J. C. Wray .	2nd Trin.
1846 (T.)	W. H. Milman (4).	" "	1849	*J. C. Wray .	"
1847 (H.)	*E. C. Burton .	" "	1851 (H.)	F. W. Johnson .	3rd Trin.
1848 (H.)	*E. C. Burton .	" "	1853 (H.)	E. Macnaghten .	1st Trin.
1849	W. G. Rich .	" "	1854	J. Wright .	L. Marg.
1849	*W. G. Rich .	" "	1855 (H.)	*H. R. M. Jones .	3rd Trin.
1850 (H.)	*J. W. Chitty (8 & 4)	Balliol	1856	*H. R. M. Jones .	"
1850 (T.)	*J. W. Chitty (4) .	"	1857	H. Snow (now Kynaston) .	L. Marg.
1851 (H.)	*J. W. Chitty .	"	1858	*J. Hall .	Magd.
1852	*J. W. Chitty .	"	1859	J. Hall .	"
1852 (H.)	*R. Greenall .	B.N.C.	1860	*J. Hall .	"
1852 (H.)	*W. O. Meade-King (4)	Pembrke	1861	J. Hall .	"
1853 (H.)	*W. O. Meade-King	"	1862	G. H. Richards .	1st Trin.
1853 (H.)	*J. W. Chitty (4) .	Balliol	1863	J. Stanning .	"
1854	*W. O. Meade-King	Pembrke	1864	J. R. Selwyn .	3rd Trin.
1855 (H.)	A. Hooke .	Worcestr			

LIST OF STROKES—1829 to 1880 (*continued*).

\* Denotes stroke of a winning crew.

OXFORD			CAMBRIDGE		
Date	Name	College	Date	Name	College
1856	J. T. Thorley .	Wadham	1865	C. B. Lawes .	3rd Trin.
1857	*J. T. Thorley .	"	1866	W. R. Griffiths .	"
1857 (H.)	J. Arkell .	Pembrke	1867	W. R. Griffiths .	"
1858	J. T. Thorley .	Wadham	1868	W. J. Pinckney .	1st Trin.
1858 (H.)	J. Arkell .	Pembrke	1869	J. H. D. Goldie .	L. Marg.
1859	*J. Arkell .	"	1870	*J. H. D. Goldie .	"
1859 (H.)	R. W. Risley .	Exeter	1871	*J. H. D. Goldie .	"
1860	R. W. Risley .	"	1872	*J. H. D. Goldie .	"
1861	*W. M. Hoare .	"	1873	*H. E. Rhodes .	Jesus
1862	*W. M. Hoare .	"	1874	*H. E. Rhodes .	"
1863	*W. M. Hoare .	"	1875	H. E. Rhodes .	"
1864	*D. Pocklington .	B.N.C.	1876	*C. D. Shafto .	"
1865	*M. M. Brown .	Trinity	1877	C. D. Shafto .	"
1866	*M. M. Brown .	"	(D.H.)		
1867	*R. G. Marsden .	Merton	1878	E. H. Prest .	"
1868	*S. D. Darbshire .	Balliol	1879	*R. D. Davis .	1st Trin.
1869 (and Harvard)	**S. D. Darbshire .	"	1880	W. W. Baillie .	Jesus
1870	*S. D. Darbshire .	"			
1871	R. Lesley .	Pembrke			
1872	T. H. A. Houblon .	Ch. Ch.			
1873	F. T. Dowding .	St. John's			
1874	J. P. Way .	B.N.C.			
1875	*J. P. Way .	"			
1876	T. C. Edwards-Moss	"			
1877 (D.H.)	H. P. Marriott .	"			
1878	*H. P. Marriott .	"			
1879	H. P. Marriott .	"			
1880	*L. R. West .	Ch. Ch.			

## LIST OF COXSWAINS—1829 to 1880.

\* Denotes coxswain of a winning crew.

OXFORD			CAMBRIDGE		
Date	Name	College	Date	Name	College
1829 (H.)	*W. R. Fremantle .	Ch. Ch.	1829 (H.)	B. R. Heath .	1st Trin.
1836	E. W. L. Davis .	Jesus	1836	*T. S. Egan .	Caius
1839	W. Ffooks Wood- forde .	Exeter	1839	*T. S. Egan .	"
1840	W. B. Garnett .	B.N.C.	1840	*T. S. Egan .	"
1841	C. B. Woolaston .	Exeter	1841	*J. M. Croker .	"
1842	*A. T. W. Shadwell	Balliol	1842	A. B. Pollock .	1st Trin.
1843 (H.)	*A. T. W. Shadwell	"	1842 (H.)	*T. S. Egan (first heat of G.C.) .	Caius
1843 (T.)	*A. T. W. Shadwell	"	1842 (H.)	A. B. Pollock (final heat of G.C.) .	1st Trin.
1844 (H.)	*A. T. W. Shadwell (8) .	"	1843 (T.)	T. S. Egan .	Caius
1844 (H.)	*G. B. Lewis (4) .	Oriel	1844 (T.)	T. S. Egan .	"
1844 (T.)	*A. T. W. Shadwell.	Balliol	1845	*H. Munster .	1st Trin.
1845	F. J. Richards .	Merton	1845 (H.)	*H. Munster .	"
1845 (H.)	F. J. Richards (8) .	"	1846	*T. B. Lloyd .	L. Marg.
1845	*G. B. Lewis (4) .	Oriel	1847 (H.)	G. F. Murdoch .	"
1845 (T.)	*F. J. Richards .	Merton	1849	*G. Booth .	1st Trin.
1846	C. J. Soanes .	St. John's	1849	G. Booth .	"
1846 (H.)	*M. Haggard (4) .	Ch. Ch.	1851 (H.)	C. H. Crosse .	Caius
1846 (T.)	M. Haggard (4) .	" "	1852	C. H. Crosse .	"
1847 (H.)	*C. J. Soanes .	St. John's	1853 (H.)	E. Freshfield .	1st Trin.
1848 (H.)	*C. J. Soanes .	"	1854	C. T. Smith .	Caius
1849	C. J. Soanes .	"	1855 (H.)	*W. Wingfield .	1st Trin.
1849	*R. W. Cotton .	Ch. Ch.	1856	*W. Wingfield .	"
1850 (H.)	*R. W. Cotton .	" "	1857	R. Wharton .	Magd.
1850 (H.)	*W. G. Rich (4) .	" "	1858	*R. Wharton .	"
1850 (T.)	*W. G. Rich (4) .	" "	1859 (H.)	*J. T. Morland .	1st Trin.
1851 (H.)	*E. C. Burton .	" "	1859	J. T. Morland .	"
1852	*R. W. Cotton .	" "	1860	*J. T. Morland .	"
1852 (H.)	*F. St. John Balguy (8 and 4) .	B.N.C.	1861	T. K. Gaskell .	3rd Trin.
1853 (H.)	*T. H. Marshall (8).	Exeter	1862	F. H. Archer .	Corpus
1853 (H.)	*George Petch (4) .	Lincoln	1863	F. H. Archer .	"
1854	*T. H. Marshall .	Exeter	1864	F. H. Archer .	"
1855 (H.)	T. H. Marshall .	Exeter	1865	F. H. Archer .	"
1856	F. W. Elers .	Trinity	1866	A. Forbes .	L. Marg.
			1867	A. Forbes .	"

LIST OF COXSWAINS—1829 to 1880 (*continued*).

\* Denotes coxswains of a winning crew.

OXFORD			CAMBRIDGE		
Date	Name	College	Date	Name	College
1857	*F. W. Elers . .	Trinity	1868	T. D. Warner .	Trin. H.
1857 (H.)	F. W. Elers . .	"	1869	H. E. Gordon .	1st Trin.
1858	H. S. Walpole .	Balliol	1870	*H. E. Gordon .	"
1858 (H.)	F. W. Elers . .	Trinity	1871	*H. E. Gordon .	"
1859	*A. J. Robarts .	Ch. Ch.	1872	*C. H. Roberts .	Jesus
1859 (H.)	*A. J. Robarts .	" "	1873	*C. H. Candy .	Caius
1860	*A. J. Robarts .	" "	1874	*C. H. Candy .	"
1861	*S. O. B. Ridsdale .	Wadham	1875	G. L. Davis .	Clare
1862	*F. E. Hopwood .	Ch. Ch.	1876	*G. L. Davis .	"
1863	*F. E. Hopwood .	" "	1877	*G. L. Davis .	"
1864	*C. R. W. Totten- ham . . . .	" "	1878	G. L. Davis .	"
1865	*C. R. W. Totten- ham . . . .	" "	1879	*G. L. Davis .	"
1866	*C. W. R. Totten- ham . . . .	" "	1880	B. S. Clarke .	L. Marg.
1867	*C. W. R. Totten- ham . . . .	" "			
1868	*C. R. W. Totten- ham . . . .	" "			
1869	*D. A. Neilson .	St. John's			
1870	F. H. Hall . .	Corpus			
1871	F. H. Hall . .	"			
1872	F. H. Hall . .	"			
1873	G. E. Frewer .	St. John's			
1874	W. F. A. Lambert .	Wadham			
1875	*E. O. Hopwood .	Ch. Ch.			
1876	*W. D. Craven .	Worcester			
1877	F. M. Beaumont .	New			
1878	*F. M. Beaumont .	"			
1879	F. M. Beaumont .	"			
1880	*C. A. W. Hunt .	Corpus			

N.B.—In the matches rowed in 1837 and 1838 by Cambridge against Leander, professional coxswains steered. Marshall and Egan were the only coxswains who were also Presidents (Marshall in 1855, Egan in 1853), unless we include E. C. Burton, who, amongst his multifarious aquatic achievements, steered Chitty's crew at Henley in 1851, when by dint of taking his boots off, he got his weight down to eleven stone, and W. G. Rich, who steered the Oxford University Boat Club four at Henley and Thames Regatta in 1850.



## LIST OF DOUBLE BLUES.

## OXFORD.

Name	College	Year of Race	Year of Match	Remarks
Wordsworth, Chas. .	Ch. Ch. .	'29	'27-'30	Played in the Harrow Eleven four years, 1822 to 1825, Captain the two last years. In the University Eleven four years, 1827 to 1830. Won all his matches (Public School and University); rowed in the first race, and played in the first match against Cambridge in the same week.
Hughes, George E.	Oriel .	'42, '43, (H.)	'43	In 1870 won the All England Golf Champions' Medal.
Aitken, James. .	Exeter .	'49, ('50, '51 H.)	'48, '49, '50	Captain in 1850.
Chitty, J. W. . .	Balliol .	'49, '52, ('50, '51, '53 H.), ('50 T.)	'48, '49	Kept wicket for Eton Eleven, '44, '45, '46, '47; Captain in '47; won 7 out of 8 Public School matches at Lords—the 8th was a tie. Kept wicket for Oxford, '48, '49; Captain in '49.
Bennett, George .	New .	'56	'56	Captain of Winchester Eleven in '51, when they beat Eton and Harrow at Lord's.
Lane, C. G. . .	Ch. Ch. .	'58, '59, '59 (H.)	'56, '57, '58, '59, '60	Captain in '60; also played five years, '49-'53, in Westminster Eleven. Captain in '53. Played five years for Gentlemen v. Players at Lord's.
Carter, E. S. . .	Worcester	'67, '68	'66, '67	—

## CAMBRIDGE.

Name	College	Year of Race	Year of Match	Remarks
Thompson, W. T. .	Jesus	'29 (H.)	'29	—
Massey, W. . .	1st Trin.	'40	'37, '38, '39	Played in Harrow Eleven in '35 and '36.
Clissold, S. T. . .	3rd Trin.	'46	'44, '46	—
M'Cormick, Joseph.	Lady Marg.	'56	'54, '56	Captain in '56. Won both matches. Played for Gentlemen v. Players. Scored 137 and 27 in North v. South at Canterbury. Played for M.C.C.
Wingfield, W. . .	1st Trin.	'56, 55 (H.)	'55, '56, '57	—
Dale, J. W. . .	Lady Marg.	'69, '70	'68, '69, '70	Played four times for Gentlemen v. Players. Won all his University matches.

## Q

## HONOURS TAKEN BY OLD BLUES.

OLD BLUES may point with just pride to the Honours column in the preceding lists in refutation of the superstitious belief which possibly still lingers in the dark corners of prejudiced minds that rowing men are apt to develop muscular at the expense of mental fibre. In the Oxford List, out of 214 Old Blues 83 have taken honours, in the Cambridge List, 81 out of 221, giving in the case of Oxford an average of 38·3 per cent., and in that of Cambridge 36·6 per cent. In each case coxswains are excluded.

Dr. Morgan, who, in his book 'University Oars,'<sup>1</sup> treats very fully of this important detail of the ethics of University rowing, limiting his 'Old Blues' to Putney oarsmen, and his honours in the case of Oxford to 1st and 2nd Class in the 'Great' Schools, and in the case of Cambridge to 1st and 2nd Class and 'Wranglers' and 'Senior Optimes,' and in each case excluding coxswains, gets an average of honour men amongst Oxford oarsmen of 13 per cent., and at Cambridge of 25 per cent. Mr. Clarke (Two in the Oxford crew of 1859), in a pamphlet on the 'Intellectual Influence of Athleticism,' quoted by Dr. Morgan, states the average of 1st Class men amongst University men generally to be 30 per cent., amongst cricketers 42 per cent., amongst 'rowing men' (he appears to include under this head all who have rowed in their College Eight) 45 per cent. Dr. Morgan seems to have gone into the question so thoroughly that with his permission we will reproduce some of the conclusions which he has arrived at. At page 64 *et seq.* he writes :—

In Oxford, between the years 1829—1869, 11,310 men 'satisfied' the classical examiners in the honours and in the pass schools, of whom 515 obtained a first class, and 915 a second. Hence it would appear that during the forty years

<sup>1</sup> *University Oars*, by John Edward Morgan. Macmillan, 1873.

which have elapsed since the Boat Race was first rowed, about one man in every twenty-two who passed in Classics, or 4·6 of the whole, has obtained a first class, and one in every 12·5, or just eight per cent., a second. Among the 147 Oxford Oarsmen, six, or one in 24·5, about four per cent. of the number, gained a first—and one in 11·3, about nine per cent., a second. Hence, taking the 'first' and the 'second' together (I omit all allusions to Moderations and other forms of University distinctions, several of which were unknown at the time the earlier races were rowed), it may be said that at Oxford the men in the Eight, in so far as may be judged from their classical attainments, have shown themselves much on a par with the rest of the University.

At Cambridge, on the other hand, the rowers who distinguished themselves in the Senate House were more numerous. Thus, among the 147 Cambridge men, ten appear in the first class, five in the second, seven were Wranglers, and twenty-one Senior Optimes; thus twenty-eight per cent. of the oars, not content with their laurels on the river, bore off honours also in more important contests. The high academical distinctions credited to some of these men are of deep interest, inasmuch as they prove conclusively that mind and muscle, provided only they be judiciously guided, are not unequal yokefellows, but well able to work together. For of the ten first classmen three were Senior Classics, two were second in the first class, and two fourth in the first. Two of the three Senior Classics also gained the Colquhoun Sculls.

These instances sufficiently testify that the same blood may minister to the development of muscular fibre, and to the nourishment of the brain, so that both the one and the other will be enabled to fulfil their functions in a thoroughly vigorous and healthy manner; muscle grappling with physical obstacles, and brain overcoming intellectual difficulties. If then we view the two Universities as one body, and compare generally the academical distinctions gained by the old Oars with those obtained by men never decorated with the blue ribbon of the river, we find that in the number, and still more in the importance of their honours, the rowers decidedly have the advantage. And many of these men did not content themselves with 'slaking the thirst of early ambition,' while under the fostering care of their Alma Mater, but they exhibited in after-life also the same superiority over their fellows, the same aptitude in working to the front. When among 300 aquatic champions we find recorded the names of three Bishops, two Judges, and one learned historian (not to speak of the various other important posts held by University Oarsmen), we think it will be admitted that the fortuitous aggregation of 300 men can but rarely show more conspicuous examples of intellectual attainments rewarded with success. Hence (to use the words of one of my correspondents), men of well-regulated minds may perform the *ἔργα* (the real business) of the University, and at the same time enjoy their full share of the *πάρεργα* (the pastimes).

The subject of which I am now treating, the Intellectual Influence of

Athleticism, has been discussed by one of my correspondents, Mr. R. F. Clarke, late Fellow and Tutor of St. John's College, Oxford, in a pamphlet published in the year 1869. 'Those,' he remarks, 'who attack athleticism as the cause of our deficiencies, argue rather from a preconceived prejudice than from any knowledge of the facts of the case; they little think that the objects of their aversion and contempt are really the class whom they ought specially to delight to honour; that the "barbarised athletes" are the intellectual athletes too. They strangely forget that the Colleges most distinguished on the river and in the cricket-field are also most distinguished in the Class Lists, and that on the other hand those Colleges and Halls most prone to idleness and debauchery do not, except at fitful intervals, rise to prominence in athletic pursuits. The gladiatorial feats of Cowley Marsh may be a very lamentable result of Oxford culture; and to row in the head boat of the river may be a very despicable ambition; but one or the other, so far from hindering mental energy, may be shown by the clearest proof to encourage and develop it; for while the average of class-men in the University generally is 30 per cent. (from 1829 to 1869 it was 31 per cent.—J. E. M.), among cricketers it rises to 42, and among rowing men to 45 per cent.; nay, the very *élite* of the University, the men who subsequently obtain open Fellowships, are more often found in their College Eights or Eleven than any other section of the community.' In an appendix, Mr. Clarke supplies some statistics on which his observations are founded. . . .

The quality of the honours taken is no less remarkable than the quantity; it is a significant fact that in many instances the men who have taken the highest honours are those who have most distinguished themselves on the river. On the other hand, for the comfort of those who do not appear in the Honours column it may be noticed that several who in the after race of life have distinguished themselves as 'strokes' amongst their fellows took no honours in the Schools, their non-appearance in the Lists being obviously not attributable to lack of intellectual vigour and ability. That in after life Old Blues have proved themselves not only good all-round men, but capable of attaining the highest distinctions in the most diverse walks of life, is evidenced by the fact that a body of less than 500 men, selected for their physical powers, should have produced a Prime Minister of France and a President of the Royal Society of Great Britain. For obvious reasons we omit further mention of living men. The time has not yet come—may it be far

distant—to write their panegyric. Of those who have ceased from their labours on the waters of life, it would be superfluous to add an epithet to the name 'Selwyn'; but of four men selected as types of average Old Blues, who each in their course have, unheralded by the trumpet of fame and with varying degrees and modes of achievement, rowed their stroke through, and simply done their duty to the end, the following short notices may not be out of place.

GEORGE HUGHES, stroke of the seven-oar, a Double Blue, 2nd Class Classics in 1844, champion golf player, a fearless rider, excellent shot, no mean performer on the violoncello, a thorough all-round man, may perhaps be taken as a model of an English country gentleman. One who knew him well, and had rowed behind him in the University boat, writes, shortly after his death (in 1872):—'I admire him as the finest specimen of the high-minded, earnest, true-hearted English gentleman it has been my lot to meet with.'

His brother, Mr. Tom Hughes, in the preface to his 'Memoirs of a Brother,' writes:—

The subject of this memoir was only a good specimen of thousands of Englishmen of high culture, high courage, high principle, who are living their own quiet lives in every corner of the kingdom, from John o' Groat's to the Land's End, bringing up their families in the love of God and their neighbour, and keeping the atmosphere around them clean, and pure, and strong, by their example,—men who would come to the front, and might be relied on, in any serious national crisis.

[In a letter received after going to press, an Old Blue coxswain writes: 'George Hughes was a very beautiful as well as powerful oar, and the quietest-tempered man I can remember. I steered him through months of practice for the College races, and never had a cross or hasty word from him. This is a good deal to say, especially as once I ran our *new* boat on to the tow-path below Kennington Island.']

H. S. POLEHAMPTON, bow in the Oxford boat of 1846, Fellow of Pembroke, and Chaplain at Lucknow during the Indian Mutiny, where he died in 1857.

The following passage is from 'Extracts from the published Memoir of the Rev. H. S. Polehampton':—

'Henry Stedman Polehampton was always of a peculiarly fearless, honest nature, much liked by his companions, and attached to those manly sports of swimming, boating, and cricketing, for which Eton is famed ; he became a stout swimmer, a good 'Oar,' and before he left Eton was the first choice out of the 'Eleven ;' in which, on one occasion, he played in the Public School Matches at Lord's. When at Oxford in 1845, at considerable risk, he saved a man from drowning, and received in consequence the silver medal of the Royal Humane Society (*ob civem servatum*). The uniform success of his College boat during his Captaincy proved at once his energy and his influence over men. In 1846 he was chosen to row in the University boat in the match with Cambridge ; the latter being the winners of a well-contested race. After he took orders, it is said that "his preaching, as well as his visitation of the sick in the time of the cholera in 1849, will ever be remembered in St. Chad's." He afterwards obtained a chaplaincy in India, but in November, 1855, before he left this country, he went in for a "scratch" race at Oxford, when his boat came in second, and he won a pint pewter, which he much prized, and took with him to India. He there rowed a good deal, besides being a most devoted pastor of his flock ; but during the summer of 1856 had a most dangerous fever, brought on by his incessant and unwearied care of the men of the 52nd Regiment during a severe visitation of cholera. On the 8th July, 1857, he was shot through the body at Lucknow, and soon afterwards succumbed to an attack of cholera, which carried him off on the 20th July, 1857.'

R. N. TOWNSEND, five in the Oxford boat of 1856, Medical Officer of Health, Queenstown District, Surgeon-Major Royal Cork City Artillery, died of typhus fever in 1877.

Extract from the 'Medical Press and Circular,' March 14, 1877 :—

'Doctor Townsend has added one more to the roll of Irish Dispensary Doctors who have died in harness, manfully doing their duty. Fearlessly and noiselessly in the fever-stricken hovel, or in the atmosphere of small-pox, they appear almost to court the grim horror of an untimely end.

'On the announcement of his death, every shop put up a sign of mourning, and all the ships in the harbour had their flags half-mast high. His funeral was attended by upwards of two thousand people of all classes, from Queenstown and the surrounding district, where Doctor Townsend has left a hundred grateful recollections of his humanity to the poor and suffering, upon whom it was his wont to bestow his charity, as well as his skill.

'The hearse was preceded by a guard of honour of the Royal Cork City Artillery ; after it came the chief mourners, and the Masonic Brethren, of which order the deceased was a distinguished member. Upon arriving at the grave-

yard, the coffin was taken from the hearse and borne to its last resting-place by persons moving in the same rank of life as the deceased, and who also subsequently lowered it to the grave.

'The Queenstown Town Commissioners, on passing a vote of condolence to Mrs. Townsend, stated that "no one knew what he did in charity, and that they considered him as great a hero as any that ever fell on the field of battle."'

W. R. B. JACOBSON rowed in the Oxford boat in 1862, 1863, and 1864, was 3rd Class Classics in 1863, and died at his post as a parish clergyman in 1880, at Exmouth.

Extract from a letter in the 'Exmouth Journal':—

*To the Editor of the 'Exmouth Journal.'*

At Winchester, I have been told, he was regarded by the younger boys as a strong, kind giant, ever ready to protect the weak, or do any good turn. At Oxford he led a blameless life, and was as widely known for his sterling worth and unswerving rectitude of aim, as he was for his great physical strength and power of endurance as an oarsman. From Oxford he went straight to work among the crowded masses of poverty and vice in the East-end of London. There he spent his strength for others in obstinate yet noble disregard of self, going badly clothed and badly shod in order to save money for his schools, and refusing meat while so many of his poor were in want and rags. So he lived, winning the love of all the poor, who knew him by his thoughtful acts of kindness and ever-ready help—'deeds, not words,' being his creed—and commanding admiration and respect in the haunts of lawless men by his fearless bearing and obvious singleness of purpose to do them good. One poor woman had a husband subject during the night to violent fits, during the paroxysms of which main force was required to hold him down. On Saturdays and Sundays she could get help from her husband's mates. On all other nights Mr. Jacobson would go down and wait to do the work. Such acts of kindness served as a passport where few could safely go. It was a touching recognition of this service that the widow, after the lapse of some years, on hearing of her benefactor's illness, should desire to devote a large part of a sum of money, unexpectedly gained, as an offering to him. She was told of his death, and at once purchased and sent down a costly bouquet to be laid upon his grave. In the matter of rest from work, he was as unsparing to himself as in food and clothing, only getting any by the interference of his friends, or when his old stroke-oar would come down from his country parish and take *his* holiday in a change of work and experience among the slums of London. It is not to be wondered at that cold caught and neglected told tales upon such strength as that of Mr. Jacobson, reduced as he was by insufficient food, and the strain of a

ceaseless struggle against misery and sin. To the last he was full of thought for others, as a little incident will show. When hardly able to speak, he managed to give an order upon the grocer. The doctor was consulted, and the treat allowed. When brought and offered to him, he pushed it aside with a gesture of impatience, as if he *could* have ordered anything for himself. It was for the children, of course, that he required the parcel. The writer desires not to bewail his dear friend, who has gone to his reward, or to write a panegyric in his honour, but only to give some record of his noble life, as an incentive to others. But enough, perhaps, has been said to indicate the character of the man who, in the words of a line of Virgil, which he chose himself for his epitaph, has 'left his plough deep fixed in the middle of his work.'

The above may be taken as fair specimens of the way in which the rank and file of Old Blues fight out the battle of life. Their example emphasises the truth of the words spoken at the dinner by two of those who, '*primi inter pares*,' stand out as leaders of their fellows.

The Chairman said :—

'I feel when I have rowed with a man I know him from head to foot. . . . If I had to lead a forlorn hope, I should like best to have with me some of my old shipmates, some of the steady and trusty men who never failed in the supreme struggle of a University Race.'

Lord Justice Brett said :—

'Our boating career taught us perseverance, energy, and much more, a manly generosity, which make, as far as my experience goes, everybody succeed in life.'

With such precepts and practice to 'steer by,' long may Old Blues entitle themselves to claim for their motto and rule of life :—

*αἰὲν ἀριστεύειν καὶ ὑπείροχον ἔμμεναι ἄλλων.*



APPROXIMATE AND COMPARATIVE STATEMENTS  
OF PROFESSIONS.

	Church	Law	Medicine	Army
Oxford . . . . .	108	31	4	8
Cambridge . . . . .	80	50	2	2

*Church.*—Each University has two Bishops, Wordsworth and Macdougall (Oxford), the two Selwyns (Cambridge). All the members of the Oxford crew in 1829 took orders, except possibly Arbuthnot, of whom no trace has been found.

*Law.*—Oxford has two Q.C.'s, Chitty<sup>1</sup> and Vaughan-Richards. Cambridge two Judges, Brett and Denman, and one Q.C., Macnaghten.

<sup>1</sup> Since the date of the Dinner Chitty has been raised to the Bench.



## MISCELLANEOUS NOTES.

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## MISCELLANEOUS NOTES.

THE details and origin of the Colours worn at the first race in 1829 are best described in the following letters written since the Dinner by the Bishop of St. Andrews (four in the Oxford boat) and the Dean of Ely (four in the Cambridge boat):—

Bishopshall, St. Andrews: April 11, 1881.

Tho' I can't send you an oar, I send you (by post) the jersey in which I rowed, and which, perhaps, may do to ornament the back of your Chairman's seat. As my letter to Merivale informed you, I was mainly responsible (with Garnier, son of the old Dean of Winchester, and himself some time Dean of Lincoln) for our 'Vestments.' It was not easy to hit upon anything new; as we had then on the River some ten or a dozen College boats, with different uniforms; so we modelled our choice upon Christ Church—then head of the River; taking much the same coloured blue, only a much broader stripe. And the effect I think was 'neat,' if not handsome, without being 'gaudy.' Our hats, very sailor-like looking, but not perhaps quite convenient (black straw, with broad blue ribbon) were, I believe, not long retained.

Deanery, Ely: April 8, 1882.

The Cambridge boat of 1829 were directed to wear their usual white linen shirts, with a pink neck-tie, but I think we were not quite uniform in our array. One man, I well remember, said it was nonsense, and would not wear the pink at all. It is very possible that others wore their pink as a sash. For myself, I am pretty certain that I wore the tie. It seems rather absurd that I should be able to recall such trifling particulars, but the fact was that the question of uniform arose among us almost at the last minute. Of our eight, there were three of a Trinity crew which wore in the races at home buff jerseys, with broad blue stripes; there were three others of St. John's (Lady Margaret) who wore a lighter jersey with narrow pink stripes, copied from the Balliol boat of that time (*suadente me ipso*). Our University Captain, Snow, being himself of St. John's, hinted that the Johnian uniform should be adopted for the University race. The Trinity men demurred; the other two were nowhere; so by way of compromise

the ordinary shirt was put in requisition, and the crew agreed to wear the pink tie in compliment to the captain. There you have it.

*Maxima de nihilo nascitur historia !*

In 1836 the Oxford crew again rowed in white and blue striped jerseys, Cambridge wearing light blue for the first time. An amusing, and for all we know authentic, story will be found at pp. 134, 135, ('Old Blues and their Battles,') as to the origin of light blue being chosen as the colour of the C.U.B.C. The fact that light blue was then worn is sufficiently proved by the following letter from the Rev. Augustus K. B. Granville, the Cambridge President, and stroke of the year :—

St. Edmund's Vicarage, Durham : April 10, 1882.

There can be no doubt that we rowed in 1836 in 'light blue.' The ribbon I wore has till quite lately been preserved by Mrs. Granville, and it has unfortunately been mislaid.

We have all along trimmed our boys' jerseys with the same colour, and do so still with few exceptions.

In 1842 the Oxford crew wore white jerseys of Indian gauze, trimmed with dark blue; Cambridge similar jerseys, trimmed with light blue, pretty much in each case as worn to the present day.

The statistics bear out, so far as they go, Dr. Morgan's opinion, in his book 'University Oars,' before referred to, that the crews are on the whole long-lived men. Taking the mean age of the men at the time they row to be about twenty, they may, Dr. Morgan says, according to Dr. Farre's English Life Tables, be expected to live about forty years after that age. Dr. Morgan, however, makes the average duration of life, after the race, in the case of Oxford oars 43·7 years, in that of Cambridge only 40·7. He suggests (an opinion which we will not venture to criticise) as a partial explanation of the difference the comparative unhealthiness of rowing on the Cam.

As a matter of fact, of the 1829 Oxford crew, five, including the steerer, survive; of the Cambridge crew only three.

Of the 1836 crews, however, the numbers of the survivors are identical (seven, including coxswain) in each crew.

It is a curious coincidence, as stated by Dr. Morgan, that at the date of his book (1869) the longest-lived crew (in 1840) and the shortest-lived (the first in 1849) were both Cambridge crews. Of the 1840 crew, all were alive in 1869, but one has since died; and of the 1849 crew, four were then dead, but none have died since. On this point the following extract from a letter dated January 17, 1881, from the Rev. F. E. Tuke (who rowed for Oxford in '44, '45), may not be out of place :—

'A neighbour of mine, Moore, who rowed in the race of 1829, is well and hearty still—so much for boating killing us. I myself have eleven sons and six girls, and could man an eight, steerer and all.'

There are only two instances of Father and Son rowing :—

Cambridge	{	J. M. R. Ridley, 1840, 1841, 1842.
	{	J. H. Ridley, 1869, 1870.
"	{	G. A. Selwyn, 1829.
	{	J. R. Selwyn, 1864, 1866.

There are several cases of brothers :—Johnson, Denne, Harkness, Denman, Penrose, Menzies, Coventry, Morrison, Close, Edwards-Moss, Hoskyns, Hopwood, Wood, Benson.

One Peer only (Irish), Lord Cloncurry, has rowed, viz. as Hon. V. Lawless, in the Oxford crew of 1859.

Four Baronets have rowed :—W. Baillie, Oxford, 1836; E. Graham-Moon, Oxford, 1847; R. Menzies, Oxford, 1842, 1843; I. H. Keane, Cambridge, 1836.

Cambridge has contributed two Smiths (and one Smyth) and five Joneses. Oxford none of either name.

The following changes of name have occurred :—

Former Name	Present Name	University	Date of Race
Snow	Strahan	Cambridge	1829
Garnett	Garnett-Bottfield	Oxford	1840
Buller	Manningham-Buller	Oxford	1852
Lonsdale	Heywood-Lonsdale	Oxford	1856
Snow	Kynaston	Cambridge	1856
Pearson	Tennant	Cambridge	1857
Lawless	Lord Cloncurry	Oxford	1859
Thomas	Treherne	Oxford	1859

The *heaviest* oarsman was Toogood, five in the Oxford boat in 1829.  
Rowing weight, 14 st. 10 lbs.

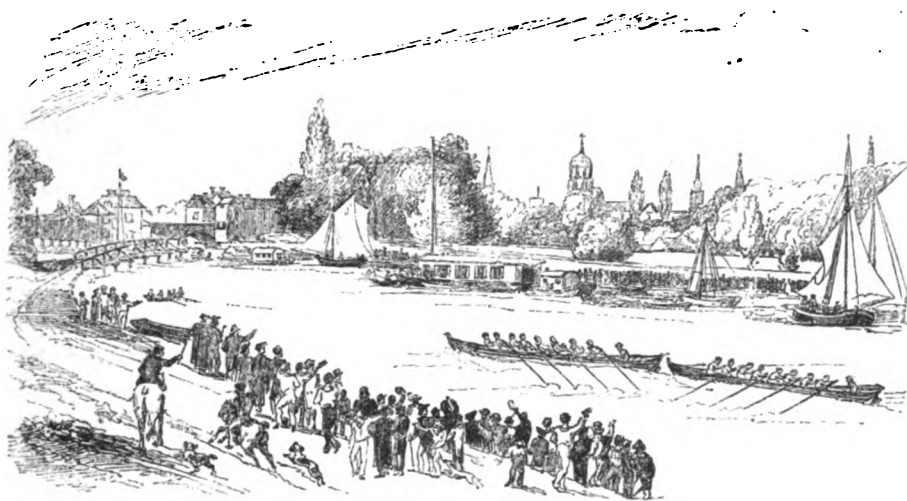
The *lightest*, Raven, bow in the Cambridge boat at Henley in 1843  
Rowing weight, 8 st. 13 lbs.



OLD BLUES AND THEIR BATTLES.  
AND  
THE HARVARD RACE.

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THE OLD STYLE.

## OLD BLUES AND THEIR BATTLES.

*The following interesting notes appeared in the columns of 'Land and Water' from the pen of an old Dark Blue (Mr. W. B. Woodgate, O.U.B.C.), and are reproduced (with slight alterations and additions) by the kind permission of Mr. J. G. Chambers, C.U.B.C.:—*

### I. (1829.)

WHEN Mr. W. Snow, of St. John's, Cambridge, proposed, and Mr. T. Staniforth, of Christ Church, Oxon, accepted, a match between their respective Universities in 1829, they could have little dreamt that they were laying the cornerstone of what is now the greatest annual event in aquatics on the face of the globe. In those days there was a C.U.B.C.; at Oxford no such organisation existed. It was, perhaps, because the C.U.B.C. had just been founded, that emulation inspired the younger and larger University to challenge her sister. But, though there was then no O.U.B.C., rowing was in full swing at Oxford as a fine art. The College bumping races came off each summer; the boats starting in order out of Iffley Lock, and obtaining just so much start, the one over the other, as could be obtained by each boat not following till the preceding boat had shot out. The start depended mainly on the activity of the stroke. He ran down the thwarts, passing the boat on with his hands against the lock sides;

then he dropped on to his own seat when he reached it, and the race began—to catch the boat ahead, or to escape the pursuit. No exact records remain of these earlier races; the Brasenose B.C. record is the earliest, and dates only from 1837. The O.U.B.C. record commences two years later. One of the crack boats of days prior to 1829 was the 'white' boat of Exeter College, built at Plymouth, in which the College in 1825 rowed head of the river. In the crew were the Rev. F. C. Clutterbuck, Rector of Long Wittenham, and one of the present Conservators of the Thames, and the Rev. R. Pocklington, father of the Oxford stroke of 1864. The C.U.B.C. records of College races go back as far as 1827.

The 'iron horse' was but in its infancy, and the 'road' was still in its glory, when Henley first awoke to the echoes of University cheers. Though boat-racing had not then the hold upon the public mind which it now boasts, Oxonians turned out on that day in far greater force than we see them even in these days. Every available hack and trap in Oxford was requisitioned. Through Bensington, down the steep of Nettlebed Hill, and along the 'Fair Mile,' came tandems, drags, and saddle-horses in strings. What Newmarket Heath on a Two Thousand day was to Cantabs, Henley was to Oxonians. Cantabs, also, were there in force, though hardly in such numbers as their rivals, for the distance from head-quarters was greater. The course selected was from Hambledon Lock to Henley Bridge,  $2\frac{1}{4}$  miles against a summer stream.

We have designated this series of sketches as 'Old Blues'; but, to be strictly accurate, the title would be a misnomer as regards the match which originated these contests. The shades of dark and light blue were then unknown. The Oxford colours were modelled upon those of Christ Church, then head of the River, and contributing four men and the coxswain to the Oxford boat. The Cambridge crew rowed in their white shirts, with a light pink sash. There were three Trinity and three Lady Margaret men in the boat. The former wore buff jerseys with blue stripes, the latter white jerseys with light pink stripes. They could not agree which to adopt, so they rowed in their shirts.

The evening was warm and sunny. Those who have seen Henley on a summer's eve can perhaps picture to themselves the scene—the wood-crowned hills fringing the valley of water meadows below, and the broad silver reach stretching from the bridge to the island. The river below the island lies on a curve; but at Hambledon Lock there is straight water for a start of nearly one hundred yards. Cambridge won the toss for choice of sides, and chose the tow-path, or Berks shore. Somehow they were much the favourites in public estimation, especially when it became known that they had won the choice of stations. According to the practice of the ring and of other sporting gatherings in those days, each side nominated their own umpire, the two umpires to fix upon a referee if they should be unable to agree on a disputed point. The crews were :—

OXFORD.

1. Carter, J., St. John's.
2. Arbuthnot, E. J., Balliol.
3. Bates, J. E., Christ Church.
4. Wordsworth, C., Christ Church.
5. Toogood, J. J., Balliol.
6. Garnier, T. F., Worcester.
7. Moore, G. B., Christ Church.
- Staniforth, T., Christ Church (str.).
- Fremantle, W. R., Christ Ch. (cox.).

CAMBRIDGE.

1. Holdsworth, A. N. E., Trinity.
2. Bayford, A. F., Trinity Hall.
3. Warren, C., Trinity.
4. Merivale, C., St. John's.
5. Entwisle, T., Trinity Hall.
6. Thompson, W. T., Jesus.
7. Selwyn, G. A., St. John's.
- Snow, W., St. John's (str.).
- Heath, B. R., Trinity (cox.).

When we recall how much prejudice existed till quite lately in the minds of parents, guardians, and University authorities against those young men who dared to take part in the pernicious pursuit of athletics, we note with special satisfaction the subsequent careers of many of the performers of that day. Never was the doctrine of muscular Christianity more happily exemplified. The Oxford No. 4 became Bishop of St. Andrews; No. 5, a Prebendary of York; No. 6, Dean of Norwich; No. 7, Rector of Tunstall; stroke, Rector of Bolton, and now a 'black squire' at Storr's Hall, Windermere; cox, Dean of Ripon, and author of various books on divinity. The Cantab 3 became Vicar of Over; No. 4, Dean of Ely; No. 7, Bishop of Lichfield; No. 2 became a shining luminary of the bar, well known in the Court of Probate, and Chancellor of the diocese of Manchester. Two Bishops, two Deans, a Prebendary, and other clerical and legal dignitaries are an unusually large percentage to expect from any eighteen University men drawn at hazard! Mind and matter in those days went hand in hand, though the then generation of seniors were too blind to see that it was so. Two of the oarsmen, the Oxford 4 and Cantab 6, were what would be called in these days 'Double Blues'—they played in their University Eleven, besides rowing in the Eight.

The result of the race that day is a matter of history. Oxford scored the first victory in University races. There was a foul soon after starting, but the boats returned to stations, and recommenced the race. Then Oxford drew well away, and came by the island with a clear lead. From this point their superior strength told, and they swung up the now time-honoured reach with the race well in hand, winning at the bridge by five or six lengths. The time is variously recorded from 11 min. to 14 min. 10 sec. No doubt the latter is approximately correct. Until outriggers came into vogue, the Henley course proper—from island to bridge—was never rowed under 8 min. Great was the hurly-burly when the race was over; the echoes which annually ring in the victor's honour in modern times, when a Grand Challenge has been lost and won, would not surpass those awakened by Young Oxford of 1829, when their champions vindicated the honour of the home river—

Plausu fremituque virûm, studiisque faventum,  
Consonat omne nemus.

'Such a getting home again' down Nettlebed Hill was never seen ; yet those who were there then to see do not tell us that any limbs were broken, or that Proctors made themselves obnoxious. Oxonians in those days were well at home on road as well as on river, and it was a common thing to see the London mail driven in by some undergraduate who had gone out to meet it, and who stood well in the graces of the coachman. Of the many good whips of those days let the ghost of the old 'Angel' tell, now flitting disconsolately o'er ruins where new 'schools' rise in uncouth architecture. Such is the tale of the earliest pioneering in the paths of Inter-University athletic competitions. *Floreat almæ matres !*

## II. (1836.)

FOR seven years after the opening University match there was no direct contest between the U.B.C.'s. But we are induced to believe that the head boats of the respective College races used to meet on Henley water during this period at frequent intervals. Often have we, in the course of conversation, been told by some grey-haired athlete that he recollects Oxford beating Cambridge, or Cambridge Oxford, in some year the date of which he distinctly enunciates, but which date corresponds with no recorded University match. A solution of the mystery seems to offer itself in the earliest pages of the Brasenose College Boating Book. This compilation dates from 1837, two years prior to the foundation of the O.U.B.C. We therein read that Christ Church was head of the River, but that on the last night the crew 'took off, in consequence of the Dean of Christ Church objecting to their rowing at Henley.' The headship of the River thereupon devolved on Queen's College, the second boat ; and the record says this college accordingly went to Henley to row the best boat of Cambridge, as was customary. Queen's won easily. They were a strong and rather rough crew, so oarsmen of those days inform us, with a good deal of pace. They were mostly Lancashire men, speaking broad Lancashire dialect. No record of their names and weights seems to have been preserved. The previous meetings of this sort between the head boats of the two rivers seem unfortunately to be lost in oblivion. We would thankfully receive any historical records of these contests. There must be many a veteran in existence who could enlighten and gratify the rowing world by reproducing his stores of memories of the past. It was the frequency of these head-boat matches, and the desire of London clubs to join in the contests, which led to the establishment of the Grand Challenge Cup of Henley in 1839, and this prize—the most time-honoured challenge cup in existence among oarsmen—was the foundation of Henley Regatta.

But we have been anticipating somewhat the date of this chapter, in our desire to explain the long *hiatus* which exists between the first and second

University boat-races. In 1831 a challenge was sent by Cambridge to Oxford but the race never took place, on account of the cholera then raging in London. An attempt had been made to get up a match in 1834, but neither University would agree to the other's proposed *venue*. Oxford wanted the Upper Thames at Henley or Maidenhead; Cambridge wished for the tideway: so the affair fell through. In 1836 a match was at last arranged. The course was the then Champion Metropolitan Course, from Westminster to Putney, and the race came off on June 17. Cambridge had then, and since the previous boat race, a University Boat Club. Oxford had none till three years later. The former, therefore, had a fair and unprejudiced organisation for collecting and selecting a crew. Oxford seem to have had no sort of plebiscite for electing a Captain.

The colours on the previous occasion when the Universities met were blue and pink, as previously stated. It was in 1836 that Cambridge first adopted light blue, and that, so it seems, rather by hazard. They were on the point of pushing off from Searle's at Westminster, when somebody remarked that the boat had no colour in the bow. One person suggested one colour, and another another. At the last moment the late Mr. R. N. Phillips, of Christ's, a well-known oarsman in those days, ran over to a haberdasher's close by, and asked for a piece of Eton blue ribbon or silk. This was produced, and the crew adopted it *con amore*. Since those days Cambridge has stuck to light blue; while Oxford for the sake of contrast, have rather deepened their shade of the same colour, decidedly darker than the groundwork of the University arms from which, as some say, it originated in 1829. The jerseys of Cambridge were white, and those of Oxford blue and white stripes. The crews were as follows:—

CAMBRIDGE.

1. Solly, W. H., Trinity.
2. Green, F., Caius.
3. Stanley, E., Jesus.
4. Hartley, P., Trin. Hall.
5. Jones, W. M., Caius.
6. Keane, J. H., Trinity.
7. Upcher, A. W., Trinity.
- Granville, A. K. B., C.C.C. (str.).
- Egan, T. S., Caius (cox.).

OXFORD.

1. Carter, G., St. John's.
2. Stephens, F. F., Exeter.
3. Baillie, Sir W., Christ Church.
4. Harris, T., Magdalen.
5. Isham, Sir J. V., Christ Church.
6. Pennefather, J., Balliol.
7. Thompson, W. S., Jesus.
- Moysey, F. L., Christ Church (str.).
- Davis, D. T., Jesus (cox.).

The weights of the crews have not been preserved. In those days the present understanding between the Universities as to the extreme standing at which their men may row in these races did not exist. Each club secured the best men they could, and in this case Oxford did not tie themselves down to their undergraduate recruits; No. 4 in the Oxford boat was an M.A. and Fellow of Magdalen at the time of the race.

This was the first time that the Universities had disported themselves on London waters. Their rowing was a good deal criticised by the watermen and amateurs of the tideway. They seem to have had but little professional coaching

until reaching London, beyond such as could be obtained from their own local watermen. Amateur talent had not then developed itself sufficiently to be effective in a coaching capacity. The race was a hollow win for Cambridge. From first to last Oxford were never in it, and at the finish were a minute, or something like 250 yards, behind Cambridge. The policy of the organisation of a C.U.B.C. was bearing good fruit, and next year the vanquished took a leaf out of their opponents' book, and founded an O.U.B.C. The crews on this occasion did not contain any such famous lawyers and clergy in embryo as in 1829; but many of them are still alive, hale and hearty, as country magistrates or parochial clergy; the name of T. S. Egan is perhaps more familiar than any other in the Boat Race annals, whether in his capacity of coxswain, coach, Henley umpire, or editor of 'Bell's Life.' Mr. E. W. Davis subsequently received the Royal Humane Society's silver medal for saving life.

### III. (1837 and 1839.)

ALTHOUGH no University match took place between 1836 and 1839, a Cambridge crew much distinguished itself in the interim. Their performance should be recorded, for the members of the crew were quite as much representatives of their University for the time as if they had been pitted against Oxford. In those days the Leander Club, whose scarlet ribbon had earned them the sobriquet of the 'Brilliants,' were the leaders of amateur style on the Thames. They were chiefly an association of scullers. The Wingfield or Amateur Champion Sculls had been founded nearly seven years, but Henley Regatta was still to come. The 'Brilliants,' therefore, had no field for the display of eight-oared rowing, but were supposed to comprise all the sculling talent of the day. Unable to arrange a match with Oxford (no time or place suiting the demands of both U.B.C.'s), the Cantabs astonished the sporting world by boldly throwing down the gauntlet to the Leander. The London talent, amateur and professional alike, thought that the vaulting ambition of the Cam had overleaped itself. The Leander men were not in their *première jeunesse*. They were on an average well on the shady side of thirty summers; but their prestige made them favourites in the betting. Westminster to Putney was the course. Watermen steered each crew, and the odds were upset by Cambridge, who showed that rowing was becoming a science at the Universities by winning by seven seconds. The winners, as recorded, were—

1. Nicholson, W. N., First Trinity.
2. Green, F., Caius.
3. Budd, E., Lady Margaret.
4. Keane, J. H., First Trinity.

5. Brett, W. B., Caius.
6. Penrose, C. T., Caius.
7. Fletcher, R., Lady Margaret.
- Granville, A. K. B., Corpus (str.).



Of these champions, No. 5 is one of the present Judges of Appeal, Lord Justice Brett, another instance of the union of mental and physical excellence.

In the same month (June) the meeting between the two head boats of Cam and Isis came off at Henley, to which we alluded in a former chapter as being described as a 'customary' proceeding in the Brasenose book. Queen's College beat Lady Margaret (St. John's), Cambridge, easily; but, unfortunately, we cannot trace the names of the crews.

Leander were not satisfied with their defeat, and challenged Cambridge to a return match the next year; but the race was a series of fouls, and the umpire declared the match off. Oxford came to terms the next year, and a match was made for the London water, to come off in the Easter vacation. Cambridge were veterans at the art, and won; Oxford were but just starting their U.B.C., and could boast neither organisation nor experience. Cambridge had now taken to the light-blue colour, which had been so fortuitously introduced to them at the last minute by Mr. R. N. Phillips in 1836. The weights of the crews are not recorded; but Cambridge were the finer and heavier lot of men; besides, their style had been much improved during the past two years by their Leander matches, and by the coaching which they had meantime received from Noulton and other London watermen. The stroke of Stanley remained a household word for style and effect for many a later year. Oxford were by no means well together, and rowed too much in a sea-going style, jerky with arm-work, as if they were snatching at the waves of the sea; while Cambridge used their bodies, and swung fore and aft more in the river style of rowing. The race was as hollow as it well could be: from start to finish Oxford were never in it, and Cambridge won the 'rubber' match that had been rowed up to this date in a common canter by upwards of a minute and a half.

The crews of that day were:—

CAMBRIDGE.	OXFORD.
1. Shadwell, A. H., Lady Margaret.	1. Lee, S., Queen's.
2. Smyth, W. W., Trinity.	2. Compton, B., Merton.
3. Abercrombie, J., Caius.	3. Maberley, S. E., Christ Church.
4. Paris, A., Corpus.	4. Garnett, W. J., Christ Church.
5. Penrose, C. T., Trinity.	5. Walls, R. G., Brasenose.
6. Yatman, W. H., Caius.	6. Hobhouse, R., Balliol.
7. Brett, W. B., Caius.	7. Powys, P. L., Balliol.
Stanley, E., Jesus (str.).	Bewicke, C., University (str.).
Egan, T. S., Caius (cox.).	Ffooks, W., Exeter (cox.).

This same year Henley Regatta was founded, the Grand Challenge being the one *pièce de résistance*. Neither of the Universities contended, so the competition hardly comes within the category of 'battles of blues'; still it is worthy of record as being the first of its kind, and the honours belong to First Trinity, Cambridge, who won the now time-honoured trophy against three other competitors, two of which were College crews from Oxford, and the third the Oxford

T

Etonian Club. Oxford rowing was sadly disorganised, and petty jealousies existed among the various Colleges which militated against successful combination against the common enemy. The O.U.B.C. was now established, but it took three years before it bore good fruit, which at last it did under the scientific lead of Messrs. Menzies and Shadwell, of whom more anon. Oxford had still to be schooled in adversity before they learnt that *Fas est et ab hoste doceri*. But they persevered, and, as later chapters will show, came to the scratch year after year, until they turned the tide of ill-success, and the O.U.B.C., like Rome of old :—

Duris ut ilex tonsa bipennibus  
Nigræ feraci frondis in Algido,  
Per damna, per cædes, ab ipso  
Ducit opes animumque ferro.

#### IV. (1840.)

‘IT never rains but it pours.’ Oxford were still doomed to defeat ; but they showed that their new organisation of a University Boat Club had not been without some fruits, for they came nearer to Cambridge than they had in their two preceding matches on London water, and for some considerable distance of the course they held a commanding lead. Had they been as carefully trained as the Cantabs they might have retained that lead, but as it was they began to collapse off the old Red House, Battersea, and were gradually overhauled. Cambridge had been rowing a game stern chase, and at last went by ; but this race was well fought to Putney Bridge, and Cambridge were not clear when the boats shot that tumbledown structure. Oxford had four Brasenose men in the four stern seats of their boat. The race took place at Easter. There had been a good deal of discussion between the Presidents prior to the arrangement of the terms of this match, as to whether or not Bachelors should be admitted to row. Oxford wished the race to be confined to undergraduates, but Cambridge would not consent to this. Eventually Oxford had to give way. Cantabs only put on their gowns in the Lent term, therefore many of their men who would be undergraduates at Christmas time would pass into bachelorhood before Easter. Oxonians take degrees chiefly at the end of midsummer and autumn terms. Consequently their Bachelors have, as a rule, gone out of residence by the ensuing Lent term ; at least it was almost invariably so in the days of which we are writing. In these days the innovations of several schools enable an Oxonian to take his degree, and yet to continue to offer himself for further examination at a subsequent date. The degree now, instead of closing the career, comes almost in the middle of it in the case of a man who is ambitious for many schools.

The crews of Cambridge and Oxford were as under :—

CAMBRIDGE.	OXFORD.
1. Shadwell, A. H., Lady Margaret.	1. Mountain, J. G., Merton.
2. Massey, W., First Trinity.	2. Pocock, I. J. J., Merton.
3. Taylor, S. B., First Trinity.	3. Maberley, S. E., Christ Church.
4. Ridley, J. M., Jesus.	4. Rogers, W., Balliol.
5. Appleby, E. C., Magdalene.	5. Walls, R. G., Brasenose.
6. Penrose, F. C., Magdalene.	6. Royds, E., Brasenose.
7. Jones, H. C., Magdalene.	7. Meynell, G., Brasenose.
Vialls, C. M., Third Trinity (str.).	Somers Cocks, J. J., Brasenose (str.).
Egan, T. S., Caius (cox.).	Garnett, W. B., Brasenose (cox.).

We have said that the O.U.B.C. had been founded just before the date of this match. Most visitors to Oxford will have noticed the College 'barges' which line the shore on the Oxfordshire side of the river both above and below the Cherwell. It is now the fashion for Colleges to have barges specially built for them as dressing- and reading-rooms, but the fashion owes its origin to accident. The old City Companies and the Lord Mayor ceased to use state barges at the beginning of this century. Many of them were built in the previous century. Each Company employed its own watermen, and kept them in its own livery. On state occasions they disported themselves in these ample craft, which consisted of a canopied room aft, and open seats for rowers in the fore-part. The helmsman piloted from a poop that might have been described by Virgil. Lord Mayors used to go to Westminster in their barges, where now they parade along the Strand in their tinsel coaches. When steamer traffic destroyed this monopoly of the silent highway these barges began to go out of fashion. They were put up for sale, and the O.U.B.C. bought one of them as a Club reading-room. Other Colleges followed suit, and some four or five of these quaint old craft were soon anchored in the river.

Some twenty odd years ago the O.U.B.C. built their present modern barge, and handed on their old craft to Exeter College. The latter in their turn built a new one, and handed theirs to University. The original barges of Christ Church and University are now in disuse, and hopelessly rotten, but two of the old craft still float. The last of these City Company barges that we can recall on the Lower Thames was doing duty on hire for regattas, as a band-house and refreshment-room, in 1861. The huge 'Maria Wood' has since been built, and superseded the old boat. It is curious that one of the most picturesque, and at the same time most luxurious features of Oxford aquatic life, should have had its origin in so haphazard a manner. There had always been one barge at Oxford from time immemorial—a floating boathouse, belonging in old days to Davis, then to King, and then passing on to the Salter firm of boatbuilders. This seems to have suggested the idea of buying up the old City barges as reading-rooms. The luxury which these barges afforded was a strong induce-

ment to rowing. It may be mere coincidence, but twenty years ago those Colleges which had no barges occupied far less prominent positions on the river, upon an average, than those which boasted a floating dressing-room. The comfort of dressing on the spot, instead of toiling up and down from College in flannels, went a long way to make rowing popular in those Colleges which could offer such accommodation to their oarsmen.

## V. (1841.)

It seemed as if Oxford had turned the corner after their last match; they had then come much nearer to Cambridge than they had in any preceding race on the London water, and had even led them for a considerable portion of the race. Their style was admitted on all sides to be a great improvement upon that of previous years, and their failure had been with some show of reason ascribed to want of condition as much as to anything else; but at this juncture, just when they looked like reinstating themselves in the aquatic world, and in taking a turn or two of revenge over Cambridge for their late three successive defeats, there came a relapse, both of style and of success, and they were again easily beaten in a match over the London water. The race had now taken place two years in succession, and both Universities began to look upon it as an annual affair, always provided that the two Presidents could agree as to a time and place for meeting. The *lex non scripta* which in these days settles the date and scene of action of these matches had not then sufficient length of standing and precedent to give it due force. Oxford wished to row in June, when they could have their best men fit and in hard work from the recent College Eight races. But Cambridge term broke up early that year, and it was found to be impossible to keep the men together far into the middle of June, after Long Vacation had begun. So Cambridge stood out for an Easter fixture, and Oxford gave up the point. Whether there was any jealousy at this time between the Colleges of University and Brasenose, Oxford history does not exactly record; but it is not a little significant that Mr. F. N. Menzies, who was then the secretary of the O.U.B.C., and who had already greatly distinguished himself in College rowing, did not join the crew. The next year he was stroke and captain of a most celebrated Oxford crew, which turned the tide of victory and immortalised him. But on this point we are rather anticipating our history. Be the cause what it may, Mr. Menzies was not one of the crew; and with a Brasenose stroke the next two places were also filled by Brasenose men, and No. 4 was also of the same College. As will be seen from the weights given, Oxford were the heavier crew by a few pounds, but they had no men in the middle of the boat so powerful as the Cantab 6, 5, and 4. In the race Oxford was cut down

from the outset, and Cambridge won by 300 yards—the course, as before, from Westminster to Putney.

Oxford now took to scientific amateur coaching, and the names of Shadwell and Fletcher Menzies will long be cherished among rowing men of that day as being connected with a revival of good style, and the foundation of a new system of coaching. Till then it had been supposed that only a professional could properly train and coach a crew. That idea would be scouted in these days. Watermen are good in practice, but have no theory, and are, as a rule, incapable of teaching raw hands that which they may be able to do very well themselves. They see faults, but do not know how to cure them. A second-rate amateur can teach what little he does know far better than a crack professional can din into the heads of his pupils the possibly large amount of aquatic experience which he may have stored up. Oxford owed their rehabilitation in rowing, of which more in a future chapter, to the recognition of this principle. They framed a law that no College crew or sculler should compete in any race open to the University, if within three weeks of the race they or he should have employed a waterman coach or trainer. This rule got amateurs to take up coaching on their own account, and this practice soon bore good fruits, which are manifest in both Universities to the present day. The crews of 1841 were:—

CAMBRIDGE.		OXFORD.	
	st. lbs.		st. lbs.
1. Croker, W., Caius . . . .	9 12	1. Bethell, R., Exeter . . . .	10 6
2. Denman, Hon. L., Magdalene .	10 12	2. Richards, E. V., Christ Church	11 2
3. Jones, H. C., Magdalene . .	11 10	3. Mountain, J. G., Merton . .	10 9
4. Ridley, J. M., Jesus . . . .	12 7	4. Royds, E., Brasenose . . . .	11 13
5. Cobbold, R. H., Peterhouse .	12 4	5. Hodgson, H. W., Balliol . .	11 10
6. Penrose, F. C., Magdalene .	12 0	6. Lea, W., Brasenose . . . .	11 7
7. Denman, Hon. G., First Trinity	10 7	7. Meynell, G., Brasenose . .	11 11
Vials, C. M., Third Trinity (st.)	11 7	Somers Cocks, J. J., Brase-	
Croker, J. W., Caius (cox.) .	10 8	nose (st.) . . . . .	10 3
		Woollaston, C. B., Exeter (cox.)	9 2

# VI. (1842.)

'IT is a long lane that has no turning;' and so Oxford found at last, in 1842. People had begun to say that Oxford would never win a match on the London water; that they were so far behind Cambridge in watermanship and science that it was hopeless to compete. But none knew better where the shoe pinched than Messrs. Shadwell and Menzies, names which will for ever be associated in the recollections of Oxonians of that and of later days, with the final revival of oarsmanship on the Isis.

To this day the pamphlet upon the 'Principles of Rowing and Steering,' by the Rev. A. T. W. Shadwell, is reckoned a standard authority upon aquatics,

and the doctrines of training, as well as those of rowing, which are therein laid down, have undergone very little modification even in these days of light-boat rowing.

He (Mr. Shadwell), together with Mr. F. Menzies, founded a purely amateur system of coaching, or rather, they brought to perfection that which had been partially attempted by Oxford two years previously. They dispensed with watermen's advice, and sought, by coaching upon scientific principles, to teach young hands to see the cause as well as effect of faults, and by so doing to understand how to cure them.

Such was the system of the Oxford stroke and coxswain of 1842, and the result was a turn of the tide which had so long set in the direction of Cantab success.

Cambridge had five veterans in their boat; Oxford were all new hands. No wonder that the former were the favourites. But these new hands had one and all been taught on the system just mentioned, and in one sense they were better subjects for tuition than the old oars, for they had only to be taught, and did not require to be first untaught.

Of the crew which Oxford sent to the post six were afterwards in the celebrated Henley crew of the following year, which, reduced in the final heat to a 'glorious seven' by the illness of Mr. Fletcher Menzies, their stroke, accomplished the most wonderful feat in rowing annals—one which is to this day a household word. But of that more anon.

Bow of the Oxford crew of 1842, formerly Bishop of Labuan, is now a Suffragan Bishop in England. To look at his massive form no one would think that he once scaled 9st. 8lbs., even when trained to 'fiddle-strings.' Like the late lamented Bishop Selwyn, he was cast in the true mould for a colonial Bishop, and could prove himself a worthy and practical member of the Church militant.

To return to the race. It took place on June 11, after much correspondence between the respective secretaries of the two U.B.C.'s as to the fixture and as to the composition of the crews. No member of either crew had taken his degree more than one term, and Cambridge declined to accept any hard and fast rule to that effect.

Oxford were an unusually powerful crew for those days. It was a new feature to see an oarsman of such weight as their No. 5 in any crew, but this was the result of the coaching above alluded to, and it says much for the judgment of the President that he was able to overcome the old-fashioned prejudice against men over 13st., who in those days, and even later, were generally supposed to be incapable of 'rowing their weight,' whatever the term may mean. Of this said No. 5, when he afterwards rowed at Henley, the populace facetiously said that he looked as if he had swallowed a couple of the Cambridge crew, and had not digested them, so broad and bulky was his build. Even a Tinné would in these modern days have looked small beside him.

The race was not a very hollow one, but it was decisive. Oxford led from start to finish; by their own account they led a length at Vauxhall, four at Battersea, and six at Putney. Of the crew, all but No. 4 and stroke are now alive. Colonel Brewster died fourteen years ago, of an attack of cholera, and Mr. George Hughes, brother of the well-known author and Q.C., Mr. 'Tom' Hughes, died unexpectedly of inflammation of the lungs a year or two ago, when in the prime of health and strength. The crews of that day were:—

OXFORD.		CAMBRIDGE.	
	st. lbs.		st. lbs.
1. Macdougall, F. T., Magd. Hall .	9 8	1. Tower, F. E., St. John's .	10 2
2. Menzies, Sir R., University .	11 3	2. Denman, Hon. L., Magdalene .	10 11
3. Breadon, E. A., Trinity .	12 4	3. Watson, W., Jesus .	10 13
4. Brewster, W. B., St. John's .	12 10	4. Penrose, F. C., Magdalene .	11 10
5. Bourne, G. D., Oriel .	13 12	5. Cobbold, R. H., Peterhouse .	12 6
6. Cox, J. C., Trinity .	10 8	6. Royds, J., Christ's .	11 7
7. Hughes, G., Oriel .	11 6	7. Denman, Hon. G., Trinity .	10 9
Menzies, F. N., University (str.) .	10 12	Ridley, J. M., Jesus (str.) .	12 0
Shadwell, A. T., Balliol (cox.) .	10 4	Pollock, A. B., Trinity (cox.) .	9 7

# VII. (1842 continued and 1843.)

'Septem contra Camum.'

THE two Universities were to have met at Henley the same month as that in which the last match had taken place. But it transpired during the practice at Henley that sundry of the C.U.B.C. crew had also made a double entry for the Grand Challenge, under the flag of the Cambridge Subscription Rooms, so that if the C.U.B.C. did not win their heat, the pick of the crew could reinforce their older brethren. Oxford objecting to these tactics, scratched. The C.U.B.C. were afterwards beaten by the Cambridge Subscription Rooms in the final heat.

This left the 'Rooms' crew the holders of the cup of 1843, in which year occurred the celebrated 'seven-oar' episode—already alluded to in a former chapter—in the final heat for the Grand Challenge. The C.U.B.C. were not entered. 'Black Prince' (First Trinity) represented Cambridge rowing for the day. In later years it was reckoned *infra dig.* for a U.B.C. crew to row against a mere College crew; but at this date no such etiquette existed. Oxford beat Black Prince and the Oxford Etonians with great ease in the Trial Heats, their crew being composed thus:—

	st. lbs.		st. lbs.
1. Lowndes, R., Christ Church .	11 2	6. Cox, J. C. Trinity .	11 12
2. Menzies, R., University .	11 3	7. Hughes, G. E., Oriel .	11 11
3. Royds, E., Brasenose .	12 0	Menzies, F. N., University (str.) .	10 13
4. Brewster, W. B., St. John's .	13 0	Shadwell, A. T. W., Balliol (cox.) .	10 8
5. Bourne, G. D., Oriel .	13 12		

In the final heat they met the following Cambridge Subscription Rooms crew :—

	st. lbs.		st. lbs.
1. Yatman, W. H., Caius . . .	10 12	6. Jones, W. M., Caius . . .	11 12
2. Shadwell, A. H., Lady Margaret	11 0	7. Denman, Hon. L., Magdalen . .	10 11
3. Mann, G., Caius . . .	12 0	Vialls, C., Trinity (str.) . .	11 13
4. Ridley, J. M., Jesus . . .	12 6	Egan, T. S., Caius (cox.) . .	9 6
5. Cobbold, R. H., Peterhouse . .	12 5		

The Oxford stroke, Mr. F. Menzies, had been in a shaky state of health for some days during practice, and on the opening day of the regatta his medical adviser had recommended total rest ; but he would not leave his crew in the lurch, and was preparing to take his seat in the boat, almost reeling from giddiness, when he fainted clean away in No. 5's arms. The crew laid him on a sofa, and bore him in procession to their hotel. At request of the stewards a little delay was granted, in hopes that Mr. Menzies would recover ; but it was soon apparent to the doctors, who at once attended him, that it would not only be hopeless for him to attempt to sit in a boat again for some days to come, but also that it would be as much as his life was worth to try to do so. There was a fairish oar of Christ Church on the bank, and Oxford asked the 'Rooms' if they would allow this substitute to be used. The 'Rooms' objected, the rules of the regatta allowing no such substitution after a heat had once been rowed by a crew. Oxford then held a council of war, and decided to do their best with seven oars. No. 7 moved to stroke, and bow to 7, bow's seat being vacant. The Cantabs, when they saw what was going on, rowed to the stewards' stand and appealed to the stewards whether they were bound to row against a seven-oared crew. The stewards ruled that they must row or abandon the cup. Oxford rowed down to the island. The 'Rooms' followed them and offered to allow a substitute. Oxford now rejected the offer in their turn. The 'Rooms' debated among themselves whether they should not land one of their men, to make an equal match, or send some one overboard after the start ; but these proposals were eventually abandoned.

Oxford had the outside station, the wind blowing fresh off the Bucks shore. They started ; before they reached Remenham Gate it was a very open question to all spectators whether the Oxford seven were not as good as the Cambridge eight. And so they proved, and even better. Off Fawley Court they began to lead, and drew away steadily. Below Poplar Point they were clear, and, taking their opponents' water, went in winners by nearly a length's daylight, amidst such an uproar as has probably never been heard at Henley.

The boat in which they rowed was in later years purchased by Mr. Alderman Randall, of Oxford, and he in 1867 invited the seven, with their quondam stroke, to a banquet at Oxford, at which all but one of the crew, and most of the leading oarsmen of Oxford, attended. He then presented to the O.U.B.C. a chair the back of which is composed of that part of the boat which contained the coxswain's seat.



The following inscription is engraved upon a silver plate let into the chair:—

Hanc quam spectas  
sedem ipsam gubernatoris  
in sellam transformatam  
Carinæ  
in quâ apud Henlegam Tamesianam  
anno MDCCCXLIII  
septem Remorum  
victoria reportata est;  
quibus honoribus  
In Scholis, in Senatu, in Foro, in Ecclesiâ,  
Artibus, Armis,  
Ludis campestribus vel aquaticis,  
ubique alumni potiti sunt,  
horum care et jucunde memor,  
Gratiarum haud oblitus,  
Academiæ Oxoniensis Remigum Consortio  
Civitatis non ignobilis  
Oxonæ civis  
D. D.  
Thomas Randall  
MDCCCLXVII.

SEPTEM.  
I.  
II. Robertus Menzies e coll. Univ.  
III. Edvardus Royds e coll. Æn. Nas.  
IV. Gulielmus B. Brewster e coll. D. Jo.  
Bapt.  
V. Georgius D. Bourne e coll. Oriel.  
VI. Joannes Carolus Cox e coll. Trin.  
VII. Ricardus Lowndes ex æde Christi,  
olim I.  
VIII. Georgius Edvardus Hughes e coll.  
Oriel, olim VII.  
vice Fletcher Norton Menzies e coll. Univ.  
qui inter sodales remigii facile princeps,  
febri furenti ipsâ horâ certaminis parumper  
succubuerat.  
Arturus Thomas W. Shadwell e coll. Ball.  
Gubernator.  
Eneas Gulielmus Mackintosh e coll. Univ.  
Magister.  
January 29, 1868.

A week later the O.U.B.C. went to London for the newly founded Thames Regatta. Mr. F. Menzies was still too ill to row, but a new bow was found in Mr. H. E. Chetwynd Stapylton (now Rector of Malden, Surrey); the rest of the crew occupied the same seats as in the seven-oar. They won the Gold Cup for eight oars at the regatta, beating Leander and Cambridge.

#### VIII. (1844.)

THE whole of the 'glorious seven' seem to disappear from Oxford athletics in the year succeeding their triumph. Their names do not figure in any of the University crews. Mr. George Hughes seems to have been still remaining in residence, for in the following year, 1845, he contemplated at one time rowing for his University once more. No University match could be arranged this year (1844); but in those days a 'Blue' was earned as thoroughly by membership of a U.B.C. crew at a regatta as if by a match between the two *almae matres*. The Oxford crew had won the Gold Cup of the New Thames Regatta. They had to win it twice more to make it their own if possible, and they put their crew in work betimes in the summer term. A new light had come into residence, an Eton stroke, now the Rev. F. E. Tuke. Oriel seems to have had a faculty for providing giant 5's in those days. Mr. G. D. Bourne had retired, but another Colossus, Mr. W. Buckle, of exactly the same weight, came from the same precincts to fill his place. There was a plethora of rowing talent just then in Oxford, the result of the schooling of Messrs. Menzies and Shadwell, and though the champions of the last year were one and all out of training and

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on the shelf, Oxford was able to win both the Gold Cup of the Thames Regatta and the Grand Challenge of Henley, with a crew differently constituted on each occasion. At Henley three new oars rowed, who had not before that day won their blue. At Henley, Oxford had nothing much to beat, for Cambridge and Leander, with the result foreshadowed after Oxford's Thames Cup victory, declined competition. The race, however, for the Thames Cup was thoroughly decisive of Oxford's superiority, for they won very easily by four lengths. Cambridge had had changes in their crew up to the very day of the race, and were hardly able to do themselves justice. It is, however, significant of the great strides which rowing at the Universities had made during the last few seasons up to this date, that the far-famed Leander had on this occasion to play second fiddle to both U.B.C.'s; even the half scratch crew of Cambridge finishing as much as half-a-dozen lengths ahead of them. Yet in this same Leander crew we find no less than three holders, at one time or another, of the Amateur Championship of the Thames, and their stroke, Mr. Dalgleish, was well known as one of the very best oars of his day for his weight. He still flourishes, we believe, hale and hearty, in Hampshire. The three champion oars were Messrs. Peacock, Julius, and Bumpstead. Mr. Julius had a son who in modern times has distinguished himself as an oar on the Thames, and though not quite so much in the first flight as his stalwart sire, has done good service for the Ino Club, and has won sculling races. The crews at this Thames Regatta stand thus recorded:—

## OXFORD.

	st.	lbs.		st.	lbs.
1. Stapylton, W. Chetwynd, Merton	10	8	6. Dry, W. J., Wadham	11	5
2. Spottiswoode, W., Balliol	10	6	7. Wilson, F. M., Christ Church	12	8
3. Milman, W. H., Christ Church	11	0	Tuke, F. E., Brasenose (str.)	11	9
4. Morgan, H., Christ Church	12	11	Shadwell, A. T. W., Balliol (cox.)	10	8
5. Buckle, W., Oriel	13	12			

Of these, bow was the only member of the crew that won the Cup the preceding year, when he was imported after Henley Regatta to fill up the place vacated by Mr. F. Menzies.

## CAMBRIDGE.

	st.	lbs.
1. Raven, T., Magdalene	8	13
2. Venables, T., Jesus	10	2
3. Mann, G., Caius	10	7
4. Cloves, W. P., Trinity	11	11
5. Brookes, H., Trinity	11	9
6. Richardson, J., Trinity	11	12
7. Nicholson, W. N., Trinity	10	3
Arnold, F. M., Caius (str.)	11	11
Egan, T. S., Caius (cox.)	10	0

## LEANDER.

	st.	lbs.
1. Messrs. Soanes	9	3
2. „ Peacock	10	0
3. „ Lee	12	0
4. „ Hodding	11	6
5. „ Julius	12	0
6. „ Bumpstead	12	0
7. „ Jefferies	9	4
„ Dalgleish (str.)	10	6
„ Shepheard (cox.)	10	0

Of the Cambridge crew, No. 3 had been one of the Cambridge Rooms crew defeated by the 'seven-oar' the year before. Stroke, now the Rev. F. M. Arnold,

is well known to this day as a frequenter of Henley, and as the President of the Kingston Rowing Club from its foundation. To his support much of the success of Kingston, in former years, is to be traced. He and his fellow-collegian, Mr. Mann (now no more), were the crack pair-oar of their time, and won the Silver Goblets of Henley with great ease. The Cantab bow may be noted as the lightest oar that ever rowed in a University race.

The Caius eight, with those of the C.U.B.C. crew in it, were the sole opponents of Oxford for the Grand Challenge. Mr. Raven, as an ex-member of Caius, rowed for that College, though his name was at the time on the books of Magdalene.

The Oxford crew, who won the Cup, with three new hands, was made up thus :—

	st. lbs.		st. lbs.
1. Stapylton, W. C., Merton . . .	10 8	6. Tuke, F. E., Brasenose . . .	11 9
2. Spottiswoode, W., Balliol . . .	10 6	7. Conant, J. W., Christ Church . .	12 7
3. Stapylton, H. E. C., University .	10 10	Morgan, H., Christ Church (str.)	12 7
4. Spankie, J., Merton . . . . .	11 4	Shadwell, A. T. W., Balliol (cox.)	10 0
5. Wilson, F. M., Christ Church . .	12 8		

Of these new hands, the Rev. J. W. Conant is a hale and hearty resident at Surbiton, and member of the Kingston Rowing Club. One of his sons lately bid fair to win the highest honours in sculling, and had he continued to practise another season, and mastered the use of the slide a little better, might have turned the tables on his then conqueror—Mr. A. Dicker, of Lady Margaret. As it was, he won prizes at several regattas, and made a creditable fight in the Diamond Sculls. His twin brother rowed in the Kingston eight.

The Stewards' Cup at Henley that year was won by an O.U.B.C. crew :—

1. Stapylton, W. C., Merton.	4. Tuke, F. E., Brasenose.
2. Dry, W. J., Wadham.	Lewis, G. B., Oriel (cox.).
3. Wilson, F. M., Christ Church.	

Of these four oarsmen, all had lately figured in one or both of the O.U.B.C. eights manned at Putney and Henley.

## IX. (1845.)

A NEW era, in one sense, commences at this date in University boat-racing, and it may be said that the change affected generally all leading aquatics of the day. For some time past the steamer traffic between Westminster and Putney had become a serious nuisance to rowing men. The old Champion course had been reckoned to be from Westminster Bridge to Putney Bridge, and the present metropolitan course from Putney to Mortlake had then no precedent. But the success which had attended the rowing in the two last Thames Regattas, which

had been held between Putney and Hammersmith, seems to have set the Universities thinking of adopting the new *venue*. The proposal for a change came from Oxford, and was accepted by Cambridge.

It is, however, worthy of note that on this occasion the course selected was a trifle shorter than that which afterwards came to be recognised as the new Championship course. The distance between the suburbs of Putney and Mortlake was all that was selected. Putney Bridge naturally dictated the starting-point; but whereas the Ship Inn is now the recognised goal (for if the start takes place above the Aqueduct, the goal is transferred an equal distance beyond the Ship), on the occasion of this University race Mortlake Church was selected as the terminus. The tower of it was then more conspicuous from the river than it now is; the enlargements in the brewery of the present firm of Messrs. Phillips and Co. in later years shut off the tower to a great extent. When Coombes rowed Campbell for the championship, in the following year, the Ship was chosen as the goal, and has been accepted as such ever since. It is, perhaps, characteristic of the different ideas of interest among University oarsmen and watermen that the former should have at first selected a church as the best known landmark, and the latter a public-house.

The season of 1845 was a disastrous one for Oxford, and highly creditable to Cambridge. Three times was the O.U.B.C. defeated: first, in the Easter match; secondly, at Henley Regatta—each time by the C.U.B.C.; and thirdly, for the Gold Cup of the Thames Regatta, on this latter occasion by the Cambridge Subscription Rooms. The match defeat was very decisive. Oxford had neglected much of the code of training which had been laid down for them by the Rev. A. T. Shadwell, and came to the post in bad condition, and badly coached. Their double victories of the preceding year had caused them to be favourites, so long as the *cognoscenti* of London saw them only upon paper; but so soon as they reached London water the inherent defects of their style, and their want of training, were painfully apparent, and Cambridge, though a lighter crew, at once supplanted them in the betting. Cambridge were trained to the hour, rowed in good time, and long. After the first half-mile the race was over, and the further Cambridge went the faster they rowed, until half a minute separated the boats at Mortlake Church. The crews of that day were:—

CAMBRIDGE.		OXFORD.	
	st. lbs.		st. lbs.
1. Mann, G., Caius . . . .	10 7	1. Haggard, M., Christ Church . .	10 3
2. Harkness, W., Lady Margaret .	10 0	2. Stapylton, W. C., Merton . .	10 12
3. Lockhart, W. S., Christ's . .	11 3	3. Milman, W. H., Christ Church .	11 0
4. Cloves, W. P., First Trinity .	12 0	4. Lewis, H., Pembroke . . . .	11 7
5. Arnold, F. M., Caius . . . .	12 0	5. Buckle, W., Oriel . . . .	13 12
6. Harkness, R., Lady Margaret .	11 0	6. Royds, F. C., Pembroke . . . .	11 5
7. Richardson, J., First Trinity .	12 0	7. Wilson, F. M., Christ Church .	12 3
Hill, C. G., Second Trinity (str.).	10 11	Tuke, F. E., Brasenose (str.) .	12 2
Munster, H., First Trinity (cox.).	9 2	Richards, F. J., Merton (cox.) .	10 10

At Henley Regatta Cambridge again won in the race for the Grand Challenge; they had, however, much the best station, the Bucks side, with a stiff westerly wind blowing, in which they had the advantage of the shelter to the Point. Oxford had made much improvement since the spring, and had re-enlisted two more of their victorious oars of 1844, and one of their crew of 1842; but for all that they were beaten by more than a clear length. Cambridge had two new hands in their crew, and the boats were made up thus:—

CAMBRIDGE.		OXFORD.	
	st. lbs.		st. lbs.
1. Mann, G., Caius . . . .	10 8	1. Stapylton, W. C., Merton . .	10 6
2. Harkness, W., Lady Margaret .	10 1	2. Spottiswoode, W., Balliol . .	10 11
3. Lockhart, W. S., Christ's . .	11 3	3. Milman, W. H., Christ Church .	10 12
4. Cloves, W. H., First Trinity .	12 1	4. Buckle, W., Oriel . . . .	13 7
5. Hopkins, F. L., First Trinity .	12 7	5. Breadon, E. A., Trinity . . .	11 10
6. Potts, H. V., Second Trinity .	11 9	6. Penfold, E. H., St. John's . .	11 10
7. Arnold, F. M., Caius . . . .	12 2	7. Conant, J. W., St. John's . .	11 13
Hill, C. G., Second Trinity (str.).	10 12	Wilson, F. M., Ch. Ch. (str.) .	12 11
Munster H., Second Trin. (cox.)	9 2	Richards, F. J., Merton (cox.) .	10 4

Oxford had some consolation in winning the Stewards' Cup Fours at the regatta, after a close finish with the 'St. George's' Club, which was practically the old Leander under a new name. They won only by a few inches, and the St. George's Club reviled the Henley steward, so records say, in the heat of the moment, in language more pagan than parliamentary. Oxford vindicated the running in this race by again beating the St. George's at the succeeding Thames Regatta; but had to play second fiddle for the Eights to the Cambridge Rooms.

#### X. (1846.)

THE next match, like its predecessor, had been originally fixed for the course from Putney Bridge to Mortlake Church (not the 'Ship'); but at the last hour the direction was changed, and the race was rowed down river, on the ebb. The start was from Mortlake Church. After a hard race to the Grab Tree, Cambridge wore Oxford down, and won by three lengths.

In tables of records of old University races, this race is simply described as Mortlake to Putney, and the time in which it was rowed, 21 min. 5 sec., is therefore supposed to be uncommonly fast. But the distance was short of the present length of the Metropolitan course by some hundred yards.

This was the first match in which outriggers were used by the U.B.C.'s, but Clasper's innovation had been tried by himself a year previously, in a four-oar. We observed lately an old file of the 'Illustrated London News,' about this date, in which was given a picture of a 'new boat'—to wit, an outriggered eight, clinker-

built, and with ends uncanvassed. She was represented lying on tressels. Her builder was Searle. The explanatory text appended to the illustration states that the boat went for a trial trip, manned by watermen, and proved herself so fast, that on her voyage 'she passed several steamers.'

The crews of this year were :—

CAMBRIDGE.			OXFORD.		
		st. lbs.			st. lbs.
1. Murdoch, G. F., Lady Margaret .	10	2	1. Polehampton, H. S., Pembroke .	10	9
2. Holroyd, G. F., First Trinity .	11	1	2. Burton, E. C., Christ Church .	11	0
3. Clissold, S. T., Third Trinity .	12	0	3. Heygate, W. U., Merton .	11	8
4. Cloves, W. P., First Trinity .	12	12	4. Penfold, E. H., St. John's .	11	8
5. Wilder, E., Magdalene .	13	2	5. Conant, J. W., St. John's .	12	4
6. Harkness, R., Lady Margaret .	11	6	6. Royds, F. C., Brasenose .	11	9
7. Wolstenholme, E. P., First Trin.	11	1	7. Stapylton, W. C., Merton .	10	12
Hill, C. G., Second Trinity (str.) .	11	1	Milman, W. H., Ch. Ch. (str.) .	11	0
Lloyd, T. B. (cox.) .	9	8	Soames, C. J., St. John's (cox.) .	9	13

Of these the best 'all-round' man, not only of that day but of any age in University athletics, was Mr. E. C. Burton, now residing at Daventry, Northamptonshire. He could run, among his many accomplishments. The Guards had also a crack 'sprinter' in those days, to wit, the present Sir J. D. Astley, and a match was arranged between these celebrities. Each side backed their man boldly, and the public believed for choice in the Guardsman; but young Oxford was too many for them, and when Burton walked in a winner, it was said that Christ Church and its coterie spoiled the Philistines of close upon 3,000*l*. Though Mr. Burton's first essay in University boat-racing was not a successful one, he had his revenge in later years, as our subsequent records will show. He also won the Sculls at the Thames Regatta, beating most of the London cracks of the day. As a rider and judge of horseflesh he had few equals. In 1860 and 1861 he rode the two first winners of the Grand National Hunt Steeplechase (then just founded). Bridegroom and Queensferry were his mounts, both the property of his friend, the late Mr. B. J. Angell—or 'Cherry Angell,' as he was termed among his intimates. To this day there is no more workmanlike rider to the Pytchley hounds than Mr. Burton, in an unostentatious black coat; and on the committee of the Grand National Hunt Committee his opinion is reckoned worth any other three put together. Without undue flattery, we may say that he is a living example of the maxim that whatever is worth doing at all is worth doing well. In the following year he became President of the O.U.B.C., and under his reign Oxford had a far rosier time of it in athletics than she had enjoyed at any previous portion of her history. Four times did Oxford land the Grand Challenge and once the University match while he ruled or advised the O.U.B.C. He must not be confounded with a namesake of the same College, who in a less degree followed in his steps a decade or more after his time. This was Mr. R. E. L. Burton, an ex-Etonian, who rowed in the Oxford crew of 1862,

and afterwards did a little in the steeplechasing line, riding his own horses, under the pseudonym of Mr. 'Don.' *The Burton par excellence* of 1846 and later years was an old Westmonasterian.

XI. (1847-1848.)

No University match could be arranged in either of these years. What with cantankerous dons and schools, the two Clubs could not agree upon any one time and place. In those days a rowing man was a sort of black sheep among College authorities. The episcopal and legal luminaries who have since then become conspicuous from among the ranks of Old Blues had not at that date had quite time to rise to the top of their professions; they were rapidly climbing the ladders of their callings; but it took a good many of such stars, even when they had shed their light and proved their intellectual merit, to convince old-fashioned dons that rowing and rowdyism were not convertible terms.

However, the two Universities managed to meet at Henley, in the trial heat for the Grand Challenge, and Oxford had some revenge for their defeats of the two preceding years. They drew the outside station, but had the race in hand all the way, took Cambridge's water, and won easily by a couple of lengths daylight. The men of the day were:—

OXFORD.		CAMBRIDGE.	
	st. lbs.		st. lbs.
1. Moon, Sir E. G., Magdalen	. 10 4	1. Maule, W., First Trinity	. 9 12
2. Haggard, M., Christ Church	. 10 8	2. Gisborne, T., Lady Margaret	. 10 10
3. Oldham, J., Brasenose	. 11 7	3. Wolstenholme, E. P., First Trin.	10 10
4. Royds, F. C., Brasenose	. 11 10	4. Garfit, A., First Trinity	. 12 8
5. Griffiths, E. G. C., Worcester	. 12 6	5. Nicholson, C. A., First Trinity	. 13 5
6. King, W., Oriel	. 11 0	6. Harkness, R., Lady Margaret	. 11 4
7. Winter, G. R., Brasenose	. 11 3	7. Vincent, S., First Trinity	. 10 10
Burton, E. C., Ch. Ch. (str.)	. 11 0	Jackson, F., Lady Margaret (str.)	11 0
Soanes, C. J., St. John's (cox.)	. 9 10	Murdoch, G. F., Lady Mar. (cox.)	10 3

Of these, E. G. Moon (now the Rev. Sir E. G. Moon) was a sculler of note as well as an oarsman, and won the Diamond Sculls. The all-round merits of Mr. E. C. Burton we sketched in our last chapter. Mr. Winter, now a clergyman, is well known as an amateur artist of much skill and humour. His chalk sketches of Eton and Oxford life are reproduced in Oxford, and adorn many an undergraduate's rooms to this day. Such are his 'Oxford Drag,' Waterperry Brook in the foreground, and various spills; another of the same sport, a stiff bullfinch being the chief obstacle visible. Most of the horsemen represented are taken from life, and among them is, if we mistake not, the celebrated 'Jemmy' Allgood (now a sedate divine and welter weight in Northumberland), who immortalised himself by riding an old hunter upstairs in an Aylesbury hotel,

then over the dining-table, and down again to his stable. The late John Leech caricatured the immortal 'Mr. Briggs' attempting to emulate this feat. 'A Gallop with Jem Hills from Bradwell Grove' (old 'Jem' lifelike to a degree); 'My Tutor's Sweepstakes'; 'The 'Varsity Eight Returning from Abingdon, and running down *bourgeois* Nuneham parties'; 'A Scene in the Divinity Schools,' in which the late Rev. Thos. Chaffers, *quondam* Vice-Principal of Brasenose, is hit off splendidly; 'A Hunting Breakfast'—the scene laid in a Brasenose room, looking on to Brasenose-lane—these and many others are among the collection of Mr. Winter's *chefs-d'œuvre* of sport. Messrs. Vincent and Wolstenholme were a crack pair, and inseparable friends at Cambridge, and may still be seen year after year on the Umpire's boat, and at other aquatic scenes.

In the final heat this year Oxford beat the holders (the Thames Club) easily, and won the Cup. They did not row at the Thames Regatta in consequence of the lateness of the fixture, but their merits were still further proved, comparatively, by the victory of the Thames crew for the Eight-oar Cup at that meeting.

The following year Henley was fixed at a time when it was absolutely impossible for Cambridge to attend. Oxford were more fortunate, and again won the Grand Challenge, with a crew manned thus:—

	st. lbs.		st. lbs.
1. Rich, W. G., Christ Church	10 11	6. Mansfield, A., Christ Church	10 10
2. Haggard, M., Christ Church	10 4	7. Milman, W. H., Christ Church	11 0
3. Sykes, E. G., Worcester	11 0	Burton, E. C., Ch. Ch. (str.)	11 0
4. Royds, F. C., Brasenose	11 4	Soanes, C. J., St. John's (cox.)	9 13
5. Winter, G. E., Brasenose	11 6		

Their sole opponents were the Thames crew. Oxford this year swept the board at Henley, with the exception of the Diamond Sculls, which were won by Mr. W. L. G. Bagshawe, afterwards president of the C.U.B.C. This gentleman was six years later brutally murdered by poachers on his own estate in Derbyshire. The gang were dragging a trout river belonging to him, and he, with characteristic courage, went single-handed to intercept them, not waiting for his keepers. The poachers set upon him, and killed him with bludgeons, if we remember right. There was no witness present other than the murderers themselves to tell the tale, and the defence set up was that the attempt of Mr. Bagshawe violently to arrest one of the ringleaders reduced the crime to manslaughter.

## XII. (1849.)

IN two ways this year was remarkable. In the first place it was the only one in which the University crews met twice in real matches, though they had before this enjoyed a second *rencontre*, when Henley or Thames Regattas (as in 1845) afforded opportunities of fighting over again the battle which had



been inaugurated earlier in the year by a formal match. Secondly, a foul took place in one of the matches; the first, and, let us hope, the last, which will ever mar one of these contests. University coxswains will, as a rule, rather run ashore than foul, and no one impresses upon them the policy of chivalrously giving way to each other rather than endeavouring to snatch a victory by the chance of a collision, more than the present Umpire, Mr. J. Chitty, Q.C. (who, curiously, rowed in this very race, which was decided by a foul). No one who saw Messrs. Davis and Beaumont—when each boat was in jeopardy of a foul off Chiswick in the memorable dead-heat race of 1877—steer hard away from each other, and give a wide berth the moment they saw danger, will fail to believe that if a foul ever should hereafter occur, it will be the result of accident, and not of design.

The Cambridge crew of the first match of 1849 were remarkable as being entirely composed of Trinity men. The course was on the flood, from Putney to Mortlake. The style of Oxford was good, but they had not taken so much pains with their training as Cambridge had, and they paid the penalty for it. The race was very like that of 1865, except that Oxford did not get so far ahead on this occasion as Cambridge did in the race of sixteen years later (when the result was reversed). It was said that Oxford rowed too fast a stroke; be that as it may, they rowed even a faster stroke in 1852, when they won easily. Their real weak point lay, doubtless, in their deficient condition. When Cambridge at last closed with them off Chiswick Eyot they were clean rowed out, and were tailed rapidly. They were not slow to recognise the cause of their failure, and at once issued a new challenge, which was as promptly accepted by Cambridge. When we consider how much difficulty there often had been in former seasons to arrange a match, and how one Club stood out for one time and place, and the other for others, the ease with which they agreed to a match in this particular year is the more worthy of notice. The crews in the Easter race were:—

CAMBRIDGE.		OXFORD.	
	st. lbs.		st. lbs.
1. Proby, H., Second Trinity . .	9 13	1. Wauchope, D., Wadham . .	10 4
2. Jones, W. J. H., Second Trinity .	10 13	2. Chitty, J. W., Balliol . .	11 2
3. De Rutzen, A., Third Trinity . .	11 8	3. Tremayne, H. H., Christ Church	11 5
4. Holden, J. C., Third Trinity . .	11 8	4. Burton, E. C., Christ Church .	11 0
5. Bagshawe, W. L. G., Third Trin.	11 10	5. Steward, C. H., Oriel . .	12 0
6. Waddington, W. H., Second Trin.	11 10	6. Mansfield, A., Christ Church .	11 8
7. Hodgson, W. C., First Trinity . .	11 2	7. Sykes, J. J., Worcester . .	11 0
Wray, J. C., Second Trinity (str.)	10 12	Rich, W. G., Christ Church (str.)	10 0
Booth, G., First Trinity (cox.) . .	10 7	Soanes, C. J., St. John's (cox.) .	10 8

Of these performers, the tragic fate of Mr. Bagshawe, five years later, was described in the preceding chapter, and the brilliant modern career of Mr. J. W. Chitty is a household word. A 'first' classman and captain at one time and

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another of both University Eleven and Eight, he is now a leading Q.C. and M.P. for Oxford.<sup>1</sup> Mr. De Rutzen became a prominent member of South Wales Circuit, and thence was made stipendiary magistrate of the Merthyr Tydvil district. From that post he was moved to that of a Metropolitan stipendiary three years ago. Mr. J. C. Wray took a good degree as Tenth Wrangler, proving, like Mr. Chitty, that athletic excellence is not inconsistent with intellectual vigour.

The second match of the year was rowed in December. This time no fault could be found with the condition of Oxford. Cambridge, from the Surrey shore, jumped off with a lead, and took Oxford's water before reaching Craven Point. After that Oxford came round on the Surrey side, rowed Cambridge down off the Crab Tree, and ran into them soon afterwards, Cambridge not giving way. After the delay of the foul, Cambridge got away with a three lengths lead, but Oxford gradually caught them up, and were only half their own length to the bad at the finish, thus proving themselves the better crew on their merits. The Umpire, Mr. Fellowes, of the *Leander*, gave the foul unhesitatingly in favour of Oxford. Among the new oarsmen in this race was Dr. Hornby, now Head Master of Eton, and late Second Master of Winchester.

The crews in this second race were:—

OXFORD.		CAMBRIDGE.	
	st. lbs.		st. lbs.
1. Hornby, J. J., Brasenose . . .	11 8	1. Baldry, A. T., First Trinity . . .	10 10
2. Houghton, W., Brasenose . . .	11 2	2. Pellew, N. H., Third Trinity . . .	11 0
3. Wodehouse, J., Exeter . . .	11 9	3. De Rutzen, A., Third Trinity . . .	11 8
4. Chitty, J. W., Balliol . . .	11 9	4. Holden, J. C., Third Trinity . . .	11 11
5. Aitken, J., Exeter . . .	12 1	5. Bagshawe, W. L. G., Third Trin. . .	12 0
6. Steward, C. H., Oriel . . .	12 2	6. Miller, H. J., Third Trinity . . .	12 0
7. Sykes, J. J., Worcester . . .	11 2	7. Hodgson, W. C., First Trinity . . .	11 3
Rich, W. G., Christ Church (str.)	10 2	Wray, J. C., Clare (str.) . . .	11 0
Cotton, R. W., Ch. Ch. (cox.) . .	9 0	Booth, G., First Trinity (cox.) . .	10 8

This crew, like its predecessor, was practically a Trinity one, the only exception being Mr. Wray, who had migrated to Clare since the Easter match. With this match again commenced a run of good luck on the part of Oxford. Since 1846 they had had the best of Cambridge, at Henley and elsewhere, until the Easter match of this year taught them that they must not take liberties with condition. After learning a bitter lesson in that respect, they again held their opponents in check on all waters until they met with defeat in the Henley Regatta of 1855.

<sup>1</sup> Since this was written, Mr. Chitty has been raised to the Bench.

XIII. (1850-51.)

NEVER was there a less eventful year in aquatics than that of 1850. The Universities, in marked contrast to their prompt agreement of the year before, could not come to terms as to a date for a match. Cambridge made no entry at Henley, and other clubs also held almost entirely aloof from that regatta. It was reduced to a one-day affair, and pessimists prophesied its future extinction. The Visitors' Cup, Pairs, and Sculls were about the only events which produced races. The Grand Challenge and Stewards' Cups were walks over for the O.U.B.C., and Lincoln won the Ladies' Plate. At the Thames Regatta Oxford walked over for the Fours, and Messrs. Chitty and Hornby were the only good pair of the season, and had no difficulty in securing the Pair-oar Cups at Henley and the Thames Regattas.

In the following year a match had been arranged for July, but Cambridge found later on that they could not keep their best men together in the late season so long after the close of Term. So they scratched for it, feeling that to send only their second-best eight would be *infra dig.* for themselves and hardly satisfactory to Oxford. The latter declined to row the match in June. The two Clubs, however, met at Henley, being the only two entries for the Grand Challenge. In this race Oxford took the lead very soon, and were well clear at the Farmhouse, when Cambridge broke a rowlock. As a matter of course, Oxford came in pretty much as they liked, a hundred yards ahead. No love was lost on either side. Oxford offered to row the race again next day, and to row a match at Putney the same week, but Cambridge declared that they could not now accept this offer, having arranged to break up their crew. So the matter rested until the match of the following year. The crews at this regatta were as under:—

OXFORD.			CAMBRIDGE.		
		st. lbs.			st. lbs.
1. Rich, W. G., Christ Church	.	10 0	1. Page, A. S., Lady Margaret	.	10 1
2. Nixon, W., Worcester.	.	11 4	2. Longmore, W. J., Sidney	.	10 4
3. Hornby, J. J., Brasenose	.	11 0	3. Formby, R., Trinity	.	11 11
4. Houghton, W., Brasenose	.	11 10	4. Cowie, H., Trinity	.	11 12
5. Aitken, J., Exeter	.	11 12	5. Brandt, H., Trinity	.	11 5
6. Greenall, R., Brasenose	.	11 2	6. Holden, C. J., Trinity	.	11 11
7. Sykes, J. E., Worcester	.	11 4	7. Tuckey, J. E., Lady Margaret	.	10 13
Chitty, J. W., Balliol (str.)	.	11 3	Johnson, F. W., Trinity (str.)	.	10 11
Burton, E. C., Ch. Ch. (cox.)	.	11 0	Crosse, C. H., Caius (cox.)	.	9 1

Mr. Macnaghten, of Cambridge, went very near to winning the Sculls at Henley this year. He was decidedly the best sculler on, and was plainly rowing down Mr. Peacock, the crack London sculler (who had taken a lead), when unfortunately he ran into him instead of coming round outside of him. The foul lost Mr. Macnaghten the race; in fact, he could not help himself, for

Mr. Peacock stopped so suddenly just in front of the Cantab that the latter had not time to hold water before a collision took place. There was much sympathy for Mr. Macnaghten, but at the following regatta of 1852, he had his revenge, and beat Mr. Peacock in a canter.

In 1852 a match was arranged for Easter, to come off on the usual course, between Putney and Mortlake.

'Chitty's crew' was a proverb, for style and finish, for many a long year after the Oxonian victory of 1852, yet, strange to say, no one seems to have found out their excellence, except their own partisans, until the race had been rowed and won. When the race began Oxford took the lead on the outside station from first to last, and, after taking their opponents' water, won easily by 27 seconds. The crews were :—

OXFORD.			CAMBRIDGE.		
	st.	lbs.		st.	lbs.
1. Prescott, O. K., Brasenose .	10	0	1. Macnaghten, E., First Trinity .	11	0
2. Greenall, B., Brasenose .	10	12	2. Brandt, H., First Trinity .	11	5
3. Nind, P. H., Christ Church .	11	2	3. Tuckey, H. E., Lady Margaret .	11	3
4. Buller, R. J., Balliol .	12	4	4. Foord, H. B., First Trinity .	12	6
5. Denne, H., University .	12	8	5. Hawley, E., Sidney .	12	4
6. Houghton, W., Brasenose .	11	8	6. Longmore, W. S., Sidney .	11	4
7. Meade-King, W. O., Pembroke .	11	11	7. Norris, W. A., Third Trinity .	11	9
Chitty, J. W., Balliol (str.) .	11	7	Johnson, F. W., Third Trinity (str.)	11	8
Cotton, R. W., Ch. Ch. (cox.) .	9	2	Crosse, C. H., Caius (cox.) .	9	7

The Rev. O. K. Prescott took a first-class in final classics, and became a Fellow of Merton. Eight years later he came into residence as a College Tutor and at once set himself to organise rowing in Merton, which till then had not had on a boat for many a year. He rowed stroke in the races, and drove his crew up many places, laying the foundation of a good style in a small College, which a few years later contributed Messrs. Raikes, Freeman, and Marsden to the University Eight. Of Mr. Chitty we have spoken in earlier chapters. Few more faultless oars have ever been seen than Mr. Meade-King; a back as straight as a board, square shoulders, clean finish, and a tremendous reach. He kept his 'form' after years of lying by, which few oarsmen can do. When we once observed him rowing in a scratch four ten years later, on his return from farming in Canada, we thought his style one which any modern oar might have been proud to imitate. There was no better man for his weight of that day than Mr. Macnaghten, and as a coxswain and coach, the Rev. C. H. Crosse was a household word for many years later.

At Henley there were no real University Eights. Oxford kept up the sport with two crews, to make a race, nothing else entering for the Grand Challenge. An O.U.B.C. four won the Stewards' Cup, beating the Argonauts and Thames Clubs; in the former club were Messrs. Paine and Playford, who afterwards became mainstays of the London Rowing Club when it first started.

The Oxford four were—

1. Greenall, R., Brasenose.
2. Barker, A., Christ Church.
3. Nind, P. H., Christ Church.

Meade-King, W. O., Pembroke (str.).  
Balguy, F., Brasenose (cox.).

#### XIV. (1853.)

No Putney match took place this year. Cambridge, as the defeated club in the previous *rencontre*, proposed a meeting over the London course in June, but Oxford declined to row at that time of year on account of their Henley engagements, they being the holders of the Grand Challenge Cup. However, it was arranged that the two clubs should meet in the race for this last-named prize, which they did. The Regatta came off on June 10 and 11.

The crews were as follows :—

OXFORD.			CAMBRIDGE.		
		st. lbs.			st. lbs.
1. Short, W. F., New	.	10 8	1. Forster, G. B., Lady Margaret	.	10 10
2. Moore, P. H., Brasenose	.	9 12	2. Stephenson, S. V., Caius	.	10 8
3. King, W., Merton	.	11 11	3. Bramwell, A., First Trinity	.	10 12
4. Buller, R. J., Balliol	.	12 0	4. Hawley, E., Sidney	.	12 1
5. Denne, H., University	.	12 10	5. Courage, E., First Trinity	.	12 12
6. Nind, P. H., Christ Church	.	10 12	6. Tomkinson, H., First Trinity	.	10 9
7. Prescott, O. K., Merton	.	10 3	7. Blake, H., Corpus	.	10 11
Meade-King, W. O., Pemb. (str.)	.	11 7	Macnaghten, E., First Trinity (str.)	.	10 6
Marshall, T. H., Exeter (cox.)	.	10 1	Freshfield, E., First Trinity (cox.)	.	8 6

The race was hardly satisfactory to the competitors, from the closeness of the result, Oxford winning by a foot and a half only. They had the advantage of the inside berth at Poplar Point, which all know, who have ever rowed at Henley, is a great pull in any boat, more especially in eight-oars. The wind blew up stream, and so was in favour of the lighter crew, which, as will be seen from the recorded weights, was Cambridge. Up to the Point Cambridge held a lead of a few feet, but the fatal corner turned the scale in favour of Oxford. The crews were not so heavy as some of the more recent University crews of that day, and in these times they would both be considered decidedly undersized. Their rowing was, however, particularly good as to time and swing. 'Catch at the beginning' was then unknown; and oarsmen used to row the stroke home with a good deal of swish of the arms into the chest. The style, however, paid well enough in those days of iron-shod keels. The boats, though outriggers, and highs-traiked, were far heavier than those of modern times. The outrigger was shorter than now, and the oar shorter also—shorter even than those used on fixed seats by the Universities just before the introduction of sliding seats. The boats were from sixty-four to sixty-six feet in length, and

wanted continual driving to make them hold their way. The stroke rowed in those days was much faster than anything seen in the days of keelless boats. The London Rowing Club in 1865 were supposed to row a superhuman stroke when they got as high as forty-eight a minute. The Oxford Etonians opened people's eyes by rowing forty-six a minute in 1867. But prior to the introduction of keelless boats such a stroke as that was thought little of. We recollect seeing Brasenose, stroked by Greenall, in 1851, make a bump when rowing fifty a minute, and cut down their opponents at the Free Water Stone.

The Oxford eight of 1853 were coached by Mr. Chitty. That gentleman took an oar in the O.U.B.C. for the Stewards' Cup, the crew being:—

1. Prescott, O. K.	Chitty, J. W. (str.).
2. Nind, P. H.	Petch, A., Trinity (cox.).
3. Meade-King, W. O.	

They beat the Argonauts again, and won the cup.

We have in a former chapter alluded to the excellence of the oarsmanship of Messrs. Meade-King and Macnaghten, and, if anything, each surpassed himself in this memorably close finish round Poplar Point in 1853.

Of other oarsmen in the race, Mr. Courage is, we believe, to this day a partner in a well-known brewery, and resident in Kent. The Rev. W. F. Short, with the Rev. E. Cadogan, of Christ Church, 'farmed' the pair-oar races at Oxford for some time, and later on, as a Fellow of New, founded rowing in that College, and stroked their Eight with much success on its first starting. He served as Junior Proctor some thirteen years ago. Of Mr. Denne we have lost sight since he came up to Oxford to coach one of Mr. P. H. Forster's victorious college crews, but we believe he is hale and hearty, and a revered Justice of the Peace in the Eastern Counties—Essex, we fancy. We should have mentioned that Mr. Macnaghten's mind was as good as his muscle. He was bracketed as Senior Classic, and was a Senior Optime in mathematics, besides being second for the Chancellor's medal, and a Fellow of Trinity.

#### XV. (1854.)

OXFORD were still in the ascendant in the year after their eighteen-inch victory for the Grand Challenge at Henley over Cambridge. In that year, as above stated, the result of the race was as much due to Cambridge having the outside station as to Oxford's superiority. It looked as if the Cantabs had turned over a new leaf in their oarsmanship, which had been shady since 1849. But in 1854 they suffered another relapse, and were easily beaten by Oxford in a match over the Metropolitan course. The two rival coxswains of former years, Messrs. Egan and Shadwell, had much to do with the training of the two crews this time. Mr.

Chitty did not row, but he gave valuable help as a coach, especially during the latter part of Oxford's training. Cambridge had some bad luck in practice, and were suddenly deprived of the services of one of their best heavy-weight oars—E. Courage. This put them out a good deal, and may partly account for the bad form which they displayed in the match. Mr. Courage rejoined the crew in the last week of practice, but had not sufficient time to get used to the crew and to do himself justice. Still, he rowed pluckily under difficulties. The public had about this time begun to take a Metropolitan interest in these matches, and on the day of the race Putney exhibited something like the scene which those who rowed fifteen or twenty years ago can well recall. In these more modern days the chief crush at Mortlake is to see the finish. In those days the great thing was to see the start, and Putney Street used to be almost impassable by the 'Bells' from the mass of vehicles drawn up in line from that place to the 'Star and Garter.' The crews were:—

OXFORD.		CAMBRIDGE.	
	st. lbs.		st. lbs.
1. Short, W. F., New . . .	10 3	1. Galton, R. C., First Trinity . . .	9 11
2. Hooke, A., Worcester . . .	11 0	2. Nairne, S., Emmanuel . . .	10 2
3. Pinckney, W., Exeter . . .	11 2	3. Davis, J. C., Third Trinity . . .	11 1
4. Blundell, T. H., Christ Church . . .	11 8	4. Agnew, S., First Trinity . . .	10 12
5. Hooper, E., Pembroke . . .	11 5	5. Courage, E., First Trinity . . .	12 0
6. Nind, P., Christ Church . . .	10 13	6. Johnson, F. W., Third Trinity . . .	10 13
7. Mellish, G. L., Exeter . . .	11 2	7. Blake, H., Corpus . . .	11 1
Meade-King, W. O., Pemb. (str.)	11 8	Wright, J., Lady Margaret (str.)	10 2
Marshall, T. H., Exeter (cox.)	10 3	Smith, C. T., Caius (cox.) . . .	9 12

The weight of the coxswains, as compared to what is now customary in keelless boats, will seem somewhat strange to modern oarsmen. But the boats in those days, though outrigged and single-straked, were very much heavier than the boats of these times, and weight carried in them did not then tell so much. Each boat had then an iron keel outside.

To return to the race of 1854. Oxford took the lead, and kept it all the way, winning easily by eleven strokes, or some four lengths clear. After the race the crews lunched with Mr. Charles Phillips, at Mortlake, an entertainment which the same hospitable host keeps up to this day whenever it is practicable.

Of the members of the crews, we may remark that Mr. Marshall, the Oxford coxswain, became President of the O.U.B.C., the only coxswain who ever attained that position.<sup>1</sup> Mr. C. T. Smith was a Senior Optime and a second class in Classics, and afterwards became a Judge at the Cape of Good Hope. The merit of the rowing of Oxford was chiefly due to the faultless style of their stroke, Mr. Meade-King, coupled with the able coaching of Messrs. Howlett and Chitty. Mr. Pinckney is now a J.P. for Wilts. A relative of his stroked Cambridge in 1868. He himself was President of the O.U.B.C. in 1856, but was, by

<sup>1</sup> See note to List of Coxswains, p. 112.

his doctor's orders, forbidden to row in the race. He, however, earned such popularity by his administration, that on his retirement from office a testimonial was given to him at a dinner to which he was invited by the leading rowing men of the O.U.B.C.

## XVI. (1855.)

IT was misfortune rather than fault which prevented the University match at Putney from being renewed this year. The affair was becoming more and more of a regulation meeting, and there is little doubt that, but for the extraordinary weather of the spring of 1855, the match would have commenced in that year that finally annual phase into which it passed after the following year (1856). Many of our readers will recall the inordinately severe frost which pressed so heavily upon our troops in the Crimea before Sebastopol. The effects of that frost were felt in England. From the middle of January until February the Thames was frozen over from Oxford to Henley, with but few breaks in the vicinity of some of the lashers. (The same thing occurred in January 1860, but for a shorter period.) We well recollect the state of the river that spring. The ice was by no means in good condition for skating; there had been a heavy fall of snow early in January and another in February, and in most places the surface of the river was soon as rough as a gravel path. Here and there the snow had drifted away, and had left a clear stretch of block ice. In Sandford Lasher Pool such was the case, and just below the Nuneham private boat-house, and round Nuneham Island, there was no snow; but in other places it was pain and grief to skate, except for the novelty of navigating the Thames in a new fashion. The river was at an ordinary autumn level, and there were no floods in the adjoining meadows. The frost broke up with a final heavy snowfall on the night and morning of February 23. After the 24th the Thames was no longer safe, and the huge blocks of ice which came drifting down for days and even weeks after the thaw had finally set in, drove all light boats off the river until March had well advanced. The Cam was frozen even earlier than the Thames, but being a more sluggish river this is not to be wondered at. The continuance, however, of the frost effectually stopped any practice of University Eights, and the two University Boat Clubs consoled themselves by making arrangements for a *rencontre* in the Grand Challenge at Henley.

Oxford sent out a decidedly moderate crew, and in addition they carried an extra weight of coxswain of two stone, an amount of dead weight which could not but have its effect on the race even in the heavier outriggers of those days. University Boat Clubs are always Conservative, and it took a long time to persuade Oxford that weight in outriggers told more than it had formerly done in tub eights.



The wind blew a stiff breeze from the Oxfordshire shore, and Cambridge, besides being rather the better crew, had the advantage of being on the windward station—a gain which *habitués* of Henley will not be slow to appreciate on such a day. The race was a one-sided one. Cambridge took the lead at once under the shelter of the bushes, and by Fawley Court they were clear, while Oxford were labouring and making lee way in the rough water. Cambridge crossed Oxford above the White House, and won easily by a length and a half clear.

The crews were :—

CAMBRIDGE.		OXFORD.	
	st. lbs.		st. lbs.
1. Pearson, P. P., Lady Margaret	11 0	1. Short, W. F., New	10 9
2. Graham, E. C., First Trinity	11 3	2. Codrington, T. S., Brasenose	10 9
3. Schreiber, H. W., Trinity Hall	11 3	3. Everett, C. H., Balliol	11 2
4. Fairrie, H. E., Trinity Hall	11 12	4. Denne, R. H., University	12 6
5. Williams, H., Lady Margaret	11 8	5. Craster, T. H., University	12 7
6. Johnson, H. F., Third Trinity	11 6	6. Nind, P. H., Christ Church	11 8
7. Blake, H., Corpus	11 11	7. Pinckney, W., Exeter	11 2
Jones, H. R., Third Trinity (str.)	10 2	Hooke, A. F., Worcester (str.)	10 6
Wingfield, W., First Trinity (cox.)	8 6	Marshall, T. H., Exeter (cox.)	10 8

Of the oarsmen who rowed (not mentioned in former chapters), Mr. Fairrie is well known to this day as one of the most regular attendants at Henley and University boat-races, and he usually officiates as one of the Henley judges. Mr. H. Williams made his *début* this year in the Cambridge boat, and did good service for his Club up to and including 1859. Of the Oxford crew, Mr. Codrington (now, unfortunately, no more) had been immortalised in the 'Morning Post' that summer for his superhuman efforts to keep a weak Brasenose eight at the head of the river. A fine Balliol crew pressed him night after night, but he held his own for six nights. On the seventh he was crippled with a bad boil on his hand, and his No. 3 broke down and had to be replaced by a scratch man. Brasenose then succumbed, but 'died very hard,' as the 'Morning Post' described it. After this performance, Mr. Codrington—who in style and shape was somewhat similar to the celebrated Mr. Arkell, of a later date—was, as a matter of course, promoted to the University Eight, though he had the reputation of being the ugliest good oar in Oxford.

#### XVII. (1856.)

FROM this year the University Boat-race at Putney dates as an annual, and no longer as an intermittent institution.

Mr. Thorley came into notice this year. During 1856 and 1857 there was

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no better stroke afloat for length, evenness, dash, and style. But for a long time his merits were overlooked by the O.U.B.C. (just as those of Mr. W. Hoare were overlooked in 1861 till within three weeks of the race). To Old George West, the waterman, then foreman to King, the boatbuilder, is, we believe, chiefly due the final recognition of Mr. Thorley's merits in 1856. Old George 'swore by him,' but there was for a long time a prejudice and idea that he was 'too weak,' just as there was at Oxford against Mr. Way in the early part of 1874, and at Cambridge against Mr. Prest for many weeks in 1877. How each of these three strokes has belied the accusations of weakness, and has in his day kept his stroke longer than most of the heavy men behind him, is now a matter of history.

Oxford had not a single old oar in her crew. Cambridge, three, left out of her winning Henley eight of 1855; viz. Messrs. Fairrie, Williams, and Jones, the stroke. The crews were:—

CAMBRIDGE.		OXFORD.	
	st. lbs.		st. lbs.
1. Salter, J. P., Trinity Hall . . .	9 13	1. Gurdon, P., University . . .	10 8
2. Alderson, F. C., Third Trinity . .	11 3	2. Stocken, W. F., Exeter . . .	10 1
3. Lloyd, R. L., Third Trinity . . .	11 12	3. Salmon, R. I., Exeter . . .	10 10
4. Fairrie, H. E., Trinity Hall . . .	12 10	4. Rocke, A. B., Christ Church . .	12 8
5. Williams, H., Lady Margaret . . .	12 8	5. Townsend, R., Pembroke . . .	12 8
6. MacCormick, J., Lady Margaret . .	13 0	6. Lonsdale, A. P., Balliol . . .	11 4
7. Snow, H., Lady Margaret . . .	11 8	7. Bennett, G., New . . .	10 10
Jones, H. R., Third Trinity (str.) .	10 7	Thorley, J. T., Wadham (str.) . .	9 12
Wingfield, W., First Trinity (cox.) .	9 0	Elers, F. W., Trinity (cox.) . .	9 2

The day was stormy, and the tide very early. It had been settled to row the race on the ebb, and the start took place at 'Barker's Rails,' just opposite where the third towpath bridge stands above the 'Ship,' while almost exactly fronting it on the Middlesex shore stands a brick and stone pedestal. From this point to the 'Ship' is some three minutes' rowing on an ebb, and the extra distance thus added to the usual course may be set down at about three-quarters of a mile.

The race was remarkable for being one of the hardest-fought contests ever rowed over the Putney water between the University Boat-clubs. Oxford led to the 'Ship'; Cambridge passed them off the 'White Hart,' and led at Barnes Bridge; Oxford had, so far, been on the outside station. They picked up down Corney Reach, their higher feather serving them in rough water, and rowed pretty level from Chiswick Church to Biffen's. Here Oxford got away again by a few feet through Hammersmith Bridge. Off the Crab Tree the greater strength of Cambridge told, and they rowed Oxford down, and won by half a length. It was remarked that Mr. Thorley rowed some four strokes a minute slower than Mr. Jones all the way, but his stroke was much the longer of the two. All doubts as to his fitness vanished after this, and he was deservedly

chosen stroke the next year. Mr. Rich, the Oxford stroke of 1849, was umpire of this race.

Of the oarsmen, we have in our last number alluded to Messrs. Fairrie and Williams. Mr. Lewis Lloyd is well known as a veteran oarsman of the highest repute. He has been more than once asked to umpire at Henley, and did the same duty a few years ago at the University match when Mr. Chitty was unfortunately ill. It is curious that there were two 'Double Blues' in the crews. The Rev. J. MacCormick and Mr. J. Bennett both played in their University Elevens. Mr. Bennett was one of the founders of the Kingston Club, and rowed for them in 1859, 1860, and 1861 at Henley. He for many years acted as Treasurer to that Club, and received a valuable testimonial from them. Mr. H. Snow is now the Rev. H. Kynaston, Head Master of Cheltenham. He had, prior to his migration to that school, been a Tutor at Eton, and in his old age was sufficiently evergreen to row at Henley in 1866 in the celebrated pair of 'Mariner and Guest.' Mr. Gurdon figures in a recent list of 'verts' published by a contemporary. He was formerly Vicar of Ossington, in Norfolk. Mr. A. P. Lonsdale is a county magnate and hunting man in Staffordshire, and has always been a keen supporter of rowing. For many years a Newcastle watermen's four named their crew after him, in compliment to his prowess and liberality. Most of the other oarsmen not already mentioned are in orders, if we except Messrs. Rocke and Townsend. The last time we saw the latter he was looking as young as ever, and dining with a victorious Oxford crew at the 'Red Lion' on the final night of a Henley Regatta; and this was fifteen years ago. May his shadow have grown none the less since that day!<sup>1</sup>

#### XVIII. (1856-57.)

THERE was no battle of Blues at Henley in 1856; but that regatta was so closely connected with the revolution in the style of boat building which was adopted in the next University match, that it cannot be passed over without comment.

There has been a rowing club more or less at Chester for many years, but it never came into prominence so much as in 1856. At that time its leading spirit was a gentleman of private means, named Littledale. He took Mat Taylor into his confidence and employ. 'Mat' was, if we recollect right, about that time engaged as a ship's carpenter, and had been working on the 'Himalaya.' Mat was engaged by Mr. Littledale to build a boat for a Chester Eight, and to coach the crew. The Club had done pretty well the year before,

<sup>1</sup> Mr. Townsend died in 1877. (See p. 118, *supra*.)

and had won the Stewards' Cup. They now flew at the highest game. Mat's boat was the joint production of his own brain and that of Mr. Littledale's, and was the first keelless eight built. It upset all theories of the day, and was derided when it was seen. It was some twelve feet shorter than the racing eights of that day, and was so unsteady compared to the boats to which oarsmen had been used, that no one could sit her. When the time came for drawing stations at the regatta, it was remarked that it would be unfair to make all the eights start by the sterns (the coxswains then held bungs attached to rypecks), and yet win by bows, for in that case Chester would be giving away twelve feet start. So the judges were told to decide by stern-posts, and this order, unaltered till after 1864, caused many strange decisions, for the public always judged by bows, and so did most competitors, and the latter often stopped in ignorance of the rule when their boats were half past the post, unconscious that the race was still going on until their sterns were clear. The Diamond Sculls in 1864 cleared this up. The verdict was 'Won by a foot,' but Mr. Woodgate had reached the post some lengths ahead of his opponent, Mr. Mitchell. At the post, and half past it, he stopped to settle his apparel, which had got much 'discomposed' in the race, and a stiff head-breeze stopped his boat's way. His opponent paddled up to him, and ran alongside, rowlock to rowlock. In this position they chatted, and finally their sterns passed the post. When the formal verdict was announced, and it was heard that Mr. Mitchell had technically been beaten only by a foot, the public expressed so much astonishment that there was a recall of the old standing order, and since then judging has returned to the bows.

To return to the Chester boat. Her crew could not clear the water; they splashed and slobbered along it all the way, and the University men and Argonauts sneered at them for their slovenliness. But when it came to racing, Chester rowed clean away for the Grand Challenge, and also for the Ladies' Plate, which was then an open race.

Even then few would admit the real cause of Chester's success. Mr. R. W. Risley had, however, an eye to the boat, and tried hard to get his University or College to buy her. They would not hear of her. So he bought her on his own account, and got her down to Oxford in the autumn. There he persuaded Exeter to try her, and she was soon believed in. They rowed head two years in her, won the Ladies' Plate, and kept her in use until 1863.

Mat Taylor's reputation was made on the spot. Oxford at once employed him to build for them, while Searle copied his build for Cambridge. Mat was engaged to attend Oxford's practice, and was now and then put in at stroke to teach the art of catching hold of the beginning of the stroke, which was not at all part of the old style, but which was imperative for the new light boat, which otherwise slipped away before the work could be got on. Oxford had only Messrs. Gurdon and Thorley left of the old crew. Mr. Craster was asked

to row, but was unable to do so. The new boat had the stroke oar on the star-board side, in the North-country fashion, and the crew had some difficulty in their practice, their practice boats having the stroke on the other side. Cambridge had two old oars left to row, Messrs. Snow and Lloyd. Mr. H. Williams was in residence, but somehow did not row. In practice Oxford showed great superiority, and on one boiling spring-tide they did the course in 19 min. 50 sec., a speed which remained unsurpassed during fixed-seat days, and was not headed until the first sliding-seat race of 1873. In the race they rowed clean away from Cambridge from start to finish, rowing much the slower stroke and travelling at a pace which opened the eyes of rowing men as to the value of the new build.

The crews were :—

OXFORD.			CAMBRIDGE.		
		st. lbs.			st. lbs.
1. Risley, R. W., Exeter . . .	11	3	1. Holme, A. P., Second Trinity . .	11	8
2. Gurdon, P., University . . .	10	0	2. Benn, A., Emmanuel . . .	11	5
3. Arkell, J., Pembroke . . .	10	10	3. Holley, W. H., Trinity Hall . .	11	8
4. Martin, R., Christ Church . .	12	1	4. Smith, A. L., First Trinity . .	11	3
5. Wood, W. H., University . . .	11	13	5. Serjeantson, J. J., First Trinity .	12	4
6. Warre, E., Balliol . . .	13	3	6. Lloyd, R. L., Magdalene . . .	11	11
7. Lonsdale, A. P., Balliol . . .	12	0	7. Pearson, P. P., Lady Margaret .	11	2
Thorley, J. T., Wadham (str.) .	10	1	Snow, H., Lady Margaret (str.) .	11	8
Elers, F. W., Trinity (cox.) . .	9	2	Wharton, R., Magdalene (cox.) .	9	2

Of these oarsmen we may mention the Rev. R. W. Risley, who here first wore broad blue, and whose name is now a household word in aquatics. Also the Rev. E. Warre, a first-class man in final schools, and now Tutor at Eton ; undoubtedly the best coach of rowing that we have ever seen, and to whose instructions may be ascribed all modern successes of Eton on the river. Messrs. Lonsdale and Thorley we alluded to in a former chapter. Mr. Wood is now in orders and had a younger brother in the Oxford crew of 1865. The Rev. J. Arkell was, perhaps, the hardest worker for his weight that ever got into a boat. To see him and Mr. Warre row a pair was a treat, especially when they walked in for the Silver Goblets at Henley in 1858, against Messrs. Casamajor and Paine.

Of the Cantab crew, Mr. A. L. Smith has made his mark in no ordinary way at the Bar, and is one of the leading stuff gowns of the day. Mr. Pearson is a Flintshire magistrate ; and we alluded to Messrs. Lloyd and Snow (now Kynaston) in the preceding chapter. The rest of the crew are, we believe, in orders.

## XIX. (1858.)

THE year 1858 brought about in the whirligig of time its revenges for Cambridge. The C.U.B.C. turned out a very good crew, uniform in style and long in swing. Their excellence, apart from their rowing at Putney, received further confirmation later on at Henley, where, with a slight practice, by no means sufficient to wind up a University crew to concert pitch, and with some of their men doing double duty in College crews at the regatta, they won the Grand Challenge. It is to be regretted that the race at Putney was not a satisfactory one in one sense for the Oxonians, for they were crippled from the very outset by a twisted rowlock. At the fourth stroke their stroke oar caught a common 'crab.' The cause of this extraordinary performance was, and we believe somewhat excusably, attributed to the sudden swell of a steamer which was trespassing too near to the crews. Ninety-nine times out of a hundred such an occurrence will not destroy that command over his oar which a good waterman should possess. But accidents will happen, and even *bonus dormitat Homerus* at times. Such was Mr. Thorley's case on this occasion, and the swell, rising half-way up the shank of his oar, caught him napping, and he feathered under water before he had got his blade clear. A crab, and a bad one, was the result. At the pace at which the boat was already travelling it was impossible for the oar, once entangled, to be immediately extricated, and the effect was to knock the oarsman back on his seat, to bend the thowl outwards to an angle of nearly forty-five degrees from the perpendicular, and to break the string which binds thowl and stopper. This state of things was seen by both parties after the race, and any one conversant with rowing will understand that with a rowlock in such a state no oarsman could either reach forward without his oar locking, or apply any fair force without it flying out of the rowlock. At any seat this would have been a serious loss, and at stroke thwart, of course, it marred the whole swing and time. Nevertheless, boats 'abide by their accidents,' and more than ever, when such accidents are caused by some element of fault in addition to misfortune, crews can only grin and bear it. We have seen as good oarsmen as Mr. Thorley catch crabs in steamer swell on the tideway in exactly the same manner, on divers occasions, but fortunately for them not at so critical a moment. The *contretemps* did one good thing. It helped to swell the indictment which was beginning to accumulate against the steamers, and which came to a head when one of these rascally craft smashed the Cantab ship just after the conclusion of the race of 1865. After that the new Thames Conservancy Acts were passed, and powers obtained for the control of such offenders.

As to the race itself, after such a breakdown at the start, it needs but little comment, except that Cambridge ran foul of a barge a little higher up the first reach, and just managed to escape with no greater damage than delay for a

stroke or two. But Oxford's chance was already extinguished, and Cambridge, rowing in very good style, led all the way after the crab and won by 22 sec.

Mat Taylor originally built for both crews this year, but the craft turned out for Oxford proved weak, and had to be discarded at the last in favour of a new boat by Searle, in which the Brasenose Torpids had just been rowing. (In those days Torpids were allowed to row in keelless boats, to the detriment of good style.) Cambridge used their Taylor craft in this race.

The crews were:—

CAMBRIDGE.			OXFORD.		
		st. lbs.			st. lbs.
1. Lubbock, H. H., Caius	.	11 4	1. Risley, R. W., Exeter	.	11 8
2. Smith, A. L., First Trinity	.	11 4	2. Arkell, J., Pembroke	.	11 3
3. Havart, W. J., Lady Margaret	.	11 4	3. Lane, C. G., Christ Church	.	11 10
4. Darroch, D., First Trinity	.	12 1	4. Austin, W. G. G., Magdalen	.	12 7
5. Williams, H., Lady Margaret	.	12 4	5. Lane, E., Balliol	.	11 10
6. Lloyd, R. L., Magdalene	.	11 13	6. Wood, W. H., University	.	12 0
7. Fairbairn, A. H., Second Trinity	.	11 12	7. Warre, E., Balliol	.	13 2
Hall, J., Magdalene (str.)	.	10 7	Thorley, J. T., Wadham (str.)	.	10 3
Wharton, R., Magdalene (cox.)	.	9 2	Walpole, H. S., Balliol (cox.)	.	9 5

Of the new hands in these teams Mr. Fairbairn is at present Vicar of Waltham St. Lawrence. Mr. Darroch is, we believe, a landowner in Renfrewshire. Mr. Lubbock is in orders, and generally to be seen on the Umpire's boat at University matches. Mr. 'Charlton' Lane was a Double Blue, playing not only for the Oxford Eleven, but also for the Gentlemen of England *v.* Players many seasons, and known as about the best bat of his day. He is now in orders. Mr. Ernald Lane (his namesake, but no relative) was a first-class man and Fellow of All Souls, until his marriage in the past year. Mr. Austin, eldest son of the stalwart Bishop of Guiana (who was in his own day a crack oarsman and cricketer, though there were then no Inter-University contests), is in orders, and holds a cure in Guiana. We saw him at Henley in 1878, if we recollect right, looking hale and hearty, and apparently none the worse for some eighteen years' wear and tear in so relaxing a climate as Demerara.

So much discussion arose and so much soreness was engendered on both sides by this unfortunate rowlock episode of the 1858 match, that it was hoped that the two crews would meet and fight it out again at Henley. Such was their desire, and each began to prepare; but Oxford came to grief in practice, and could not make up a crew. Mr. Thorley was unable to row. They fell back for a stroke on Mr. Salmon, of Exeter, who had rowed in the 1856 match until he became ill, and was forbidden by his doctor to row; and after this breakdown, coupled with the loss of Mr. Wood and one or two other oarsmen, it was hopeless to send a perfectly scratch crew, and the attempt was abandoned.

Cambridge practice was not a bed of roses, and as they had persevered through it, they felt sore at Oxford not coming to the post in some shape; but con-

sidering that Oxford would, under the circumstances, have been literally at scratch, and that Mr. Arkell was prevented from rowing at the regatta by domestic affliction, in addition to their other losses, they were no doubt justified in their decision not to row. Had the race been an affair solely between Cambridge and themselves it would have been different, but they had also the new and great London Club to meet, and to do so with a crew which would be only in name a University Eight, and which was neither trained nor practised, would have not been fair to the reputation of 'Varsity rowing in general. Cambridge ably upheld the honours of the latter, though themselves short of practice and condition. The London Club also rowed under difficulties, for one of their crew, Mr. Catty, was taken ill only two days before the regatta. His place was filled by Mr. Ditton, who, though in exercise and what may be called 'hack,' or even 'hunting' condition, was by no means wound up as a man should be—in racehorse condition—for a Grand Challenge race. However, with the proverbial watermanship which all London crews display to so much greater an extent than University amateurs (whose rowing career is too short to admit of many of them acquiring the art while at Alma Mater), Mr. Ditton settled marvellously to his new place, and performed very creditably.

The first day of the regatta brought out a Leander crew. Sundry old U.B.C. oarsmen of both colours made up their minds to start a Henley crew. When they had done so they found that they were not qualified, as a Club of a year's standing, as required by the rules, so they enlisted under the Leander flag to qualify. In those days a Club could elect members up to the day of entry; not so now. Cambridge easily beat Leander on the opening day. The Old Blues in the Leander had not blended nicely, and were short of uniformity and condition, many of them rowing far below their old 'Varsity form. On the second day Cambridge met London, and after a tremendous race beat them half a length from the inside station, wind slightly in favour of London up to the Point, being off the Bucks shore. The Cambridge crew were the same as their Putney team, except that G. A. Paley rowed bow *vice* Lubbock, Fairbairn moved from 2 to 5 (Williams absent), and N. Royds came in at 7. J. T. Morland, now Clerk of the Peace at Abingdon, steered, and his coxswainship had much to do with the victory.

The London crew were :—

	st. lbs.		st. lbs.
1. Leeds-Paine, F. . . . .	10 3	6. Paine, J. . . . .	12 5
2. Walter, F. . . . .	10 0	7. Casamajor, A. . . . .	11 0
3. Schlotel, C. . . . .	10 11	Playford, H. H. (str.) . . . .	10 4
4. Ditton, E. G. . . . .	10 10	Weston, H. (cox.) . . . .	6 0
5. Farrar, W. . . . .	12 2		

In those days, and for many years later, there was no restriction as to lightness of coxswains, and London had a pull of nearly two and a half stone in this respect.



The Old Blues who revived the flag of the 'Brilliants' and brought it to Henley for the first time since 1841 were:—

	st. lbs.		st. lbs.
1. Wright, J., Lady Margaret . . .	11 2	6. Roche, A. B., Christ Church . . .	13 0
2. Pearson, P. P., Lady Margaret . . .	11 8	7. Lloyd, A. O., Trinity . . .	10 10
3. Craster, T., University . . .	12 8	Lonsdale, A. P., Balliol (str.) . . .	12 7
4. Fairrie, H. E., Trinity Hall . . .	12 10	Adams, E. (cox.) . . .	8 8
5. Courage, E., First Trinity . . .	12 4		

XX. (1859.)

THE year 1859 was the first in which the Trial Eight system began to display its effects. Oxford had inaugurated the practice in the preceding autumn, under their President, J. Arkell, and, we believe, in consequence of a suggestion by their Secretary, R. W. Risley. The idea has since been copied by Cambridge, and by every Club of note on the Thames, as the best method of bringing out juniors for the impending season. Oxford began training with much the same crew as that which eventually rowed at Putney, with the exception that E. Lane, of Balliol ('Black' Lane, as he was usually termed in contradistinction to his namesake, but non-relative, 'White' Lane—the Double Blue—who rowed in the same crew), was troubled so much with boils that he had to withdraw on March 28. His place was taken by the late stroke of the Balliol Torpid, G. Thomas, now Treherne. This gentleman had previously rowed in the Balliol eight, and was a Torpid oar only by accident. In those days if a man did not row in his College eight in any one year, he might row in the Torpid the next spring; and this was Mr. Thomas's case, he having been unable to row for his College eight in 1858. He was in fine condition and was at once installed as stroke; but so much difficulty was found in fitting those behind him into their places, owing to predilection for stroke (or port) side on the part of those required to row No. 7, that another change was made—Thomas went 7, and the crew were settled in the order in which it eventually rowed.

The crew were a very strong one, rather rough in shape and uneven in feather in some places, but with good catch at the beginning, length of stroke, clean feather, and a severe experience of stormy gales during training.

Cambridge were a very elegant crew, well together and with an even feather, but a low one. To look at they were the most taking, and the public laid 3 to 1 on them, especially as the Club had won the year before and had also landed the Grand Challenge at Henley. How far this favouritism was justified by trials in practice may be seen from the following collateral lines as to speed drawn during their stay at Putney, and which are recorded in U.B.C. annals:—April 11, both crews on ebb; much the same force of tide with each. Cambridge,

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22 min. 23 sec., from 'Ship' to Putney Bridge; Oxford, 23 min. 30 sec., from Barker's Rails to Searle's (Simmonds'), and 20 min. 30 sec. from the 'Ship' to Searle's. April 12, both crews again on the same course—Cambridge, 22 min. all the way; Oxford, 20 min. 25 sec. from 'Ship' to Searle's. Any *habitué* of the Thames knows that it is much less than a minute and a half's rowing from Searle's to Putney Bridge for all eights at racing pace; in fact, less than a minute.

If in these days similar trials were rowed, the crew that reached Simmonds' from the 'Ship' in more than 90 sec. faster than an old opponent took from the 'Ship' to the bridge would be a hot favourite. But in those days of 1859 the public and the press did not 'clock' the crews, and knew nothing of times and performances except what they saw from the bank; *e.g.*, in 1861, when Oxford daily was more than half a minute faster over the course than Cambridge, the latter started favourites from the past prestige of victory in 1860.

The upset of the calculations of all the sporting prophets and the public made them naturally desirous to ascribe the final result to the portentous circumstances of weather detailed below.

The race was on April 18 (a Friday). The wind blew a gale from N.E., and Putney Reach was a perfect sea. Above Hammersmith the wind was across stream, but after passing Barnes Bridge the wind was again a noser, and the surf as bad as at Putney. Oxford went first to stations, and Cambridge did not reach the starting post till half an hour later. Oxford was considerably water-logged before Cambridge launched, but the low rowlocks and low free-board of the Cambridge boat caused her to ship—even in the paddle to the Aqueduct—as much or even more water than Oxford had taken in during their long delay.

The bad state of the weather had induced Cambridge strongly to urge a postponement of the race until the next day, but to this Oxford would not assent. Oxford won the toss, and chose the Fulham shore, which was the most sheltered. They led from start to finish, and were two clear lengths ahead after rounding Craven Point. They were twice as much ahead at Barnes Bridge, and off the 'White Hart' Cambridge, who never flinched from rowing to the last, went bodily down—a most gallant performance, when it is on record that one of their number could not swim! They were rescued by the various other craft afloat, and providentially no real damage was done. Oxford paddled the remainder of the distance, themselves almost in a sinking state. When they landed it was found that their blue coats, which they had carried with them, and of which each man had placed his own under his seat at the start, were swilled up by the wash of the water in the boat into a pulpy mass behind bow, under the bow canvas, which had no bulkhead to it. In another quarter of a mile Oxford also would in all probability have foundered. No doubt the build of the Oxford boat served her crew in good stead on such a day, but collateral

trials before the race seem to show that Oxford was the fitter crew on any water.

The crews were as follow :—

OXFORD.		CAMBRIDGE.	
	st. lbs.		st. lbs.
1. Baxter, H. F., Brasenose . .	10 12	1. Royds, N., First Trinity . .	10 6
2. Clarke, R. F., St. John's . .	11 13	2. Chaytor, H. J., Jesus . . .	10 13
3. Lane, C. G., Christ Church . .	11 9	3. Smith, A. L., First Trinity . .	11 11
4. Lawless, Hon. V., Balliol . .	12 3	4. Darroch, D., First Trinity . .	12 4
5. Morrison, G., Balliol . . . .	13 1	5. Williams, H., Lady Margaret .	12 6
6. Risley, R. W., Exeter . . . .	11 2	6. Lloyd, R. L., Magdalen . . . .	11 9
7. Thomas, G., Balliol . . . . .	12 0	7. Paley, G. A., Lady Margaret . .	11 7
Arkell, J., Pembroke (str.) . .	10 12	Hall, J., Magdalen (str.) . . . .	10 2
Robarts, A. J., Ch. Ch. (cox.) . .	9 1	Morland, J. T., First Trinity (cox.)	9 0

The honours of the day were quite as much—as the shouts of public sympathy—with Cambridge as with Oxford, for the performance of the former in sticking to their oars after the race was hopelessly lost, and their foundering only a matter of moments ; with their frames exhausted by a long race, and icy waves raging on all sides of them, they stuck to work in a manner which should be a red-letter episode in U.B.C. history. Not for an instant did the boat deviate from its course to approach the shore, to make the impending swim for life one yard shorter ; nor did any one man flinch or stop rowing until his oar floated out of the rowlock in the foundering.

Of the oarsmen we may add the following biographical memoranda. Mr. C. G. Lane (now in orders) we have noticed above (p. 167) :—

The Hon. V. Lawless, now Lord Cloncurry, is well known as a leading rifle shot at Wimbledon, one of the Irish team for many years past, and one of the best and most persecuted of Irish landlords. Till last year Lord Cloncurry had employed some scores of hands on his estate, and had never raised a rent. His life was threatened and attempted, and he had to leave his home and dwell in London, thus throwing out of employ all his staff of labourers.

Mr. G. Morrison for several years coached Oxford crews more or less during their training, and in 1869 and 1870 coached Cambridge. He is now a Wiltshire landowner and High Sheriff. In 1862 the O.U.B.C. gave him a handsome testimonial. He, in turn, gave to the O.U.B.C. the present annual Challenge Cup for the leadership of the river.

The Rev. R. W. Risley is well known as a prominent supporter of aquatics to this day. In 1865 and '66 he stroked the Kingston Eight at Henley as Mr. 'Wells.' He is now umpire at Henley Regatta, and is reckoned *nulli secundus* as an authority for reference in all matters aquatic.

Mr. Thomas (now Treherne) is a solicitor in London, and to his gratuitous labours and energy were due the origin and organisation of the U.B.C.'s Jubilee of 1881.

The Rev. J. Arkell is Rector of St. Ebbe's, Oxford. His son recently rowed in the Magdalen School Four at Henley.

Mr. A. L. Smith we have noticed above (p. 165).

Mr. N. Royds is Rector of Little Barford, Bedfordshire.

Mr. R. L. Lloyd is a Welsh J.P. and landowner, and is Umpire of the University Boat-race on occasions (such as 1881) when Mr. Justice Chitty is unable to officiate.

Mr. J. Hall died some years ago, lamented by all who knew him, as personally the most popular Cantab of his day.

Mr. Morland is a solicitor, Clerk to the Justices of Abingdon, Berks.

## XXI. (1859.)

### HENLEY REGATTA, 1859.

In the following summer both University crews were at Henley, as also the London Rowing Club, and the latter gained the greatest triumph that their records boast of amongst all their many memorable achievements. Cambridge were the holders of the Grand Challenge, and led with ease till the final heat. Oxford started best in the third heat, and London gallantly won by two-thirds of a length. On the following day London and Cambridge met, and London again won, taking Cambridge's water. This was the last appearance of University crews in Henley waters; and for the following reasons. This regatta convinced them at last of what had been suspected by some of the best judges since 1857, *i.e.* that the bare material of a University Eight did not, in their new keelless boats, suffice to make them any better than, or so good as, College crews which had fuller practice. In old days the greater strength of a 'Varsity' made them superior, as a rule, even with only a week or two of practice, to College Eights, which had been at work since Easter. But in light boats so much more evenness of work was needed, that mere force did not avail against practice. University crews were not made up for Henley until the University Sculls and Pairs had been decided at Oxford and the Pairs at Cambridge. These came on after the College Eights. The crews had little more than ten days' training and practice. In 1857 and 1859 they used to *run to the top of Remenham Hill daily* as part of their training, to get off weight, instead of being already fit by the time that they reached Henley. The best College Eights entered for the Ladies' Plate used nightly to do faster times over the course than the Universities—an ugly fact, which the U.B.C.'s tried to explain away at first, but which later on they admitted to be true. University Clubs this year learnt that unless a University Eight can be made up and put in regular work

at least three weeks before Henley, it will not be so fast as a fast College crew that is thoroughly together, and which has been in work since the beginning of the summer term. The London Club began to work for Henley early in the summer, and made it their goal; the U.B.C.'s took Henley *en passant* and at scratch. The defeats of 1859 showed them the policy of sending College crews in future to do battle for them, and as a result, out of the next four years, College crews beat London thrice, and London the Colleges only once. Ever since the University crews have been absent from Henley, the U.B.C.'s make their effort but once a year, and that at Putney, just as with other Clubs the *Ultima Thule* is Henley.

The crews referred to of Henley Regatta 1859 were as follows :—

LONDON.		OXFORD.	
	st. lbs.		st. lbs.
1. Dunnage, G. . . . .	9 5	1. Strong, C. I., University . . .	10 11
2. Foster, C. . . . .	10 0	2. Baxter, H. F., Brasenose . . .	11 3
3. Potter, F. . . . .	10 4	3. Lane, E., Balliol . . . . .	12 1
4. Dunnage, W. . . . .	11 7	4. Warre, E., Balliol . . . . .	12 10
5. Farrar, W. . . . .	12 4	5. Morrison, G., Balliol . . . . .	13 5
6. Paine, T. . . . .	12 10	6. Arkell, J., Pembroke . . . . .	11 2
7. Casamajor, A. A. . . . .	10 9	7. Lane, C. G., Christ Church. . .	11 12
Playford, H. H. (str.) . . . . .	10 3	Risley, R. W., Exeter (str.) . . .	11 1
Weston, H. (cox.) . . . . .	6 4	Roberts, A. J., Ch. Ch. (cox.) . .	9 1

CAMBRIDGE.

	st. lbs.		st. lbs.
1. Heathcote, T., First Trinity . . .	9 7	6. Collings, H. H., Third Trinity . .	10 12
2. Chaytor, H. G., Jesus . . . . .	11 2	7. Royds, N., First Trinity . . . . .	10 4
3. Ingham, S., Third Trinity . . . . .	10 12	Hall, J., Magdalene (str.) . . . . .	10 5
4. Lloyd, R. L., Magdalene . . . . .	11 10	Morland, J. T., First Trin. (cox.) .	8 13
5. Holley, W. H., Trinity Hall . . . .	12 0		

XXII. (1860.)

THE best and closest races are usually to be seen when moderate crews oppose each other. The chances are heavily against two extra good crews being on the water together. A better race than that of 1860 has seldom been seen. Oxford were favourites prior to the arrival at Putney, after which betting dropped to evens. The race took place on March 31. The steamers delayed the race till the tide had reached the turn; even then there was a further delay, owing to a wherry, which carried a passenger for the Umpire's boat, crossing the bows of the boats just as the word was given to start—the only false start on record. Oxford had won the toss, and most injudiciously chose the Middlesex station. The wind blew a breeze from the Surrey shore, and the leeward berth thus lost more from want of shelter than Craven Corner could give it in return, and

after the Crab Tree the bend for more than two miles lay with the Surrey station ; but there was a foolish tradition handed down by watermen (who judged only by sculling races and spurts for the lead, with jockeying to prevent a sternmost boat from repassing) that the Middlesex station must always be the best. In these later days the U.B.C.'s are wiser, and choose stations according to wind and weather on the day, ignoring professional crotchets. On this occasion also the tide had actually begun to run down, and every *habitué* of the river knows that the stream ebbs first at the sides, even while it is still draining up in the centre.

The start was an early one, 8.15 A.M. After rowing pretty level to the London Boathouse, Oxford drew out and were nearly clear off the Crab Tree. There Cambridge, who had been rowing longer and steadier, began to cut them down and just caught them at the steamboat pier, leading at Hammersmith Bridge by a foot or two. There was a slight foul just below Hammersmith, Oxford stroke clashing with Cambridge 7, but neither crew stopped rowing, though the Oxford stroke had his oar almost knocked out of his hands. Above Hammersmith, Cambridge drew in front on the inside of the bend, and were a good quarter of a length clear off Chiswick Church. Oxford piled on spurt after spurt, but could not overhaul them. They passed Barnes Bridge in much the same positions, and, though Oxford drew up a trifle to Cambridge at the end, Cambridge won by about their own length. Time, 26 min. 5 sec.—the slowest race on record ; but the state of the tide, to say nothing of a foul wind, quite accounts for this. The crews were :—

CAMBRIDGE.		OXFORD.	
	st. lbs.		st. lbs.
1. Heathcote, T., First Trinity . . .	10 3	1. Macqueen, F. N., University . . .	11 7
2. Chaytor, H. G., Jesus . . .	11 4	2. Norsworthy, G., Magdalen . . .	11 0
3. Ingles, D., First Trinity . . .	10 13	3. Halsey, T. F., Christ Church . . .	11 11
4. Blake, J. S., Corpus . . .	12 9	4. Young, J. F., Corpus . . .	12 8
5. Coventry, M., Trinity Hall . . .	12 8	5. Morrison, G., Balliol . . .	12 13
6. Cherry, B. N., Clare . . .	12 1	6. Baxter, H. F., Brasenose . . .	11 7
7. Fairbairn, A. H., Second Trinity . . .	11 10	7. Strong, C. I., University . . .	11 2
Hall, J., Magdalene (str.) . . .	10 4	Risley, R. W., Exeter (str.) . . .	11 8
Morland, J. T., First Trin. (cox.) . . .	9 0	Roberts, A. J., Ch. Ch. (cox.) . . .	9 9

Of these, the majority entered the Church ; Mr. Young died a few years later of typhus fever, lamented by all who knew him. Mr. Halsey is a J.P. for Herts, and lives at Great Gaddesden Place in that county.

Although the performances of a College crew are not within the strict limits of a history of 'Old Blues,' we must place on record that at the succeeding Henley Regatta First Trinity won both Grand Challenge and Stewards' Cup, besides walking over for the Ladies' Plate and Visitors' Cup. Messrs. Royds, Heathcote, and Ingles were the three Blues in their College crew, and another future Blue, Mr. G. S. Richards, also rowed in it.

XXIII. (1861.)

OXFORD began next year with a completely new crew, with the exception of the President, Mr. G. Morrison. For some time the boat went badly. There were several disappointments, and Messrs. Carr and Woodgate, both of whom rowed the next year, and who were wanted on this occasion, were prevented by College influences from taking places in the boat. Mr. Morrison tried all sorts of men at stroke and 7, until, under Mr. Risley's advice, he selected Mr. W. Hoare for stroke, only three weeks before the race. After this the crew mended rapidly, and when they reached Putney were a model of neat time and great swing. Cambridge, strange to say, were the favourites until the last day or two, when Oxford beat a watermen's crew hands down; and Cambridge, in a similar trial, failed to pass the professionals, who kept jockeying in front of them, having been allowed a couple of lengths' start. After this betting became about even, Oxford for choice; but none seemed to know better than the wary old Cantab stroke that the Light Blues were really 'out of it,' if we may judge from his tactics in the race; so different from those of the year before, when he had a crew on whom he could rely to keep it up all the way. The race took place on March 16. Cambridge won the toss and took the Fulham side.

In the race Mr. Hall rowed off at 44 a minute, Mr. Hoare beginning steadily at 37. Cambridge led half a length off Simmonds', and then their bolt was shot. Oxford settled down to a long, even stroke, and came up hand over hand. They drew clear just beyond Craven, both boats being much hampered by the swell of steamers that lay in wait halfway up the course, and that selfishly steamed on as the race neared them. Oxford led three lengths at the Crab Tree, and six at Hammersmith. After this the steamers began to close on to Cambridge to 'suck' them, and thus took off much of their pace. This foul play did not really affect the result of the race, but it made matters easier for Oxford, who now rowed right away, and won in a paddle by 47 sec., by far the hollowest race since 1841.

The good style of Oxford this year was all the more remarkable, inasmuch as that they had very little coaching after the Trial Eights, at all events after Mr. Morrison took his seat in the boat. Messrs. Risley, Arkell, Warre, Baxter, and E. Lane looked on each for a day or two, but none could find time to stay and take the crew regularly in hand. The real making of the crew was Mr. Hoare's exceptionally good stroke, backed by as stylish and accurate a No. 7 as ever rowed in Mr. Hopkins. The crews were:—

OXFORD.							
		st.	lbs.			st.	lbs.
1. Champneys, W., Brasenose	.	10	11	6. Poole, A. R., Trinity	.	12	3
2. Merriman, E. B., Exeter	.	10	1	7. Hopkins, H. G., Corpus	.	10	8
3. Medlicott, H. E., Wadham	.	12	4	Hoare, W. M., Exeter (str.)	.	10	10
4. Robertson, W., Wadham	.	11	3	Ridsdale, S. O. B., Wadham (cox.)	.	9	0
5. Morrison, G., Balliol	.	12	8				

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CAMBRIDGE.

	st.	lbs.		st.	lbs.
1. Richards, G. H., First Trinity .	10	4	6. Collings, H. H., Trinity .	10	11
2. Chaytor, H. J., Jesus .	11	3	7. Fitzgerald, R. H. P., Trinity Hall	11	2
3. Tarleton, W. H., St. John's .	11	0	Hall, J., Magdalene (str.) .	10	6
4. Blake, J. S., Corpus .	12	10	Gaskell, T. K. (cox.) .	8	3
5. Coventry, M., Trinity Hall .	13	3			

From this date we omit giving biographical notices, as we begin to approach modern days too closely for the later lives of the performers now mentioned to have had time to attain that full celebrity which those of their predecessors have reached, and which we hope is in store for all generations of Old Blues.

XXIV. (1862.)

THE preparation for the race of this year was marked by the adoption of the Trial Eight system at Cambridge, in emulation of that which had been inaugurated two years before at Oxford. Cambridge had bad luck during training; one heavy-weight after another broke down, the most serious loss being that of B. P. Gregson, of First Trinity. Mr. Gregson had been in the Black Prince Eight and was at Henley Regatta of 1861 (and of this meeting we may here record that First Trinity won the 'Grand' Ladies' Plate, Stewards' and Visitors' Cups for the second year in succession. Their victory was greatly due to their admirable condition, which enabled them to outlast all their opponents, though often rowing a faster stroke than the losers). At length Cambridge came to the post with a neat but abnormally light crew. Oxford were almost a stone per man heavier, but rather rough in the middle of the boat. The Oxonians had been coached by Mr. G. Morrison, the President, during the early part of training; but about the beginning of Lent the floods rose to such an extent that it was no longer possible to accompany them on the bank, and a casual inspection *en passant* from Nuneham Railway Bridge on long-course days, or from a gig pair in short-course practice, was all the further tuition that they got until the last week of their training at Putney. They began training with what was considered an ill-omen, for on Ash Wednesday, the first day of strict training, having been despatched to row the long course in the teeth of a sou'-wester, they gradually filled with water below Iffley Lock, and went bodily under just beyond the first bridge, at which the river divides, and sends a branch stream to Sandford Great Lasher. The crew rowed in an open gig, an oversight which was rectified in later seasons.

The stream later on was so strong that the crew did abnormally fast times in their gig eight over the long course. On one occasion they rowed the distance in 16 min. 54 sec., by two watches in the boat. Mr. G. Morrison, who did not accompany them (in consequence of the floods), and who only saw them pass



Nuneham Railway Bridge, refused to believe the time, and put on 5 min. to account for the 'error,' and as such entered the day's performance in the log, where it figures to this day in this speculative shape. The river subsided a trifle in the next day or two, but on the next long-course day the time was again taken, and found, by undeniable clocking, to be within a second or so of 17 min. This also was in the gig boat. Later on, when the crew took to a light boat, and rowed a faster stroke, the times were not so fast as on the two occasions last mentioned. The falling-off of the stream explained this. These clockings are here recorded, not to show any superexcellence in the Oxford crew of that year (for they were undeniably inferior to their successors of 1863), but rather to point out the unreliability of time tests over the Oxford, or any course, as evidence of the capacity of a crew, unless the conditions of wind and stream are fully ascertained beforehand. If the Oxford crew of 1862 could do such times at a slow stroke and in a gig eight, there is little doubt that a crack crew, on slides, in a racing boat and at a half-racing stroke, could, under similar circumstances of water and weather, do something very like 16 min.

The river during the practice of the crews at Putney was so full of 'land water' coming down from up country, that the tide hardly, if at all, ran up any single day at Putney Bridge, even on the best of the tide; and at Mortlake it ran down day and night for the week. Oxford soon became strong favourites, their extra weight and pace being patent to all. They beat the watermen's eight easily in a trial, giving them two lengths start at the 'Ship' (on the ebb), catching them at Barnes Bridge (with a foul), and clearing them before the Bathing Place, winning by half-a-mile. Cambridge, who felt rather weak and overworked, did not attempt to race the watermen.

The race took place on April 12, and was as runaway an affair as that of the year before. Oxford led from the start, and were clear in half a mile. When they were six lengths away the steamers, as in 1861, closed round and sucked Cambridge all the way from Hammersmith, and made Oxford's task still easier. Oxford won by half a minute in 24 min. 40 sec. on dead water, and against a head wind for the first mile. The crews were:—

OXFORD.			CAMBRIDGE.		
	st.	lbs.		st.	lbs.
1. Woodgate, W. B., Brasenose	11	6	1. Gorst, P. F., Lady Margaret	10	4
2. Wynne, O. S., Christ Church	11	3	2. Chambers, J. G., Third Trinity	11	8
3. Jacobson, W. B., Ch. Ch.	12	4	3. Sanderson, E., Corpus	10	10
4. Burton, R. E. L., Ch. Ch.	12	5	4. Smyly, W. C., First Trinity	11	5
5. Morrison, A., Balliol	12	8½	5. Fitzgerald, R. A. P., Trinity Hall	11	3
6. Poole, A. R., Trinity	12	5	6. Collings, H. H., Third Trinity	11	2
7. Carr, C. R., Wadham	11	2½	7. Buchanan, G. G., First Trinity	10	12
Hoare, W. M., Exeter (str.)	11	1	Richards, G. H., First Trin. (str.)	10	5
Hopwood, F., Ch. Ch. (cox.)	7	3	Archer, F. H., Corpus (cox.)	5	2

It is to be noted that Mr. Archer's weight on this occasion is the lightest of any that has been carried in these matches.

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## XXV. (1863.)

IN 1863 all went smoothly, except that there was some correspondence between the U.B.Cs. during Lent term as to the date of the race. The C.U.B.C. wanted to postpone the race until after Easter, to which Oxford would not assent, and eventually the C.U.B.C. abandoned their claim. Oxford had begun training with a different crew to that which rowed in the race. Mr. A. Seymour was at 6, and Mr. Carr 7, Mr. Parsons at 4. A day or two later (a month before the race) Mr. Woodgate was able to join the boat, and Mr. Seymour gave way to him, Mr. Carr going to 6, and Mr. Woodgate 7. About eleven days before the race, after the light boat had been taken to, it was found that Mr. Parsons was not lively enough at the beginning of the stroke, and he was replaced by Mr. Awdry. This made the stroke side too weak, so Mr. Woodgate went 4, Mr. Awdry 6, and Mr. Carr returned to 7, and in this shape the crew rowed the race. The Oxonians had some narrow escapes of breaks down. Mr. Shepherd sprained his back, had to rest for a day or two, and then was patched up with plasters; Mr. A. Morrison had a badly festered hand, and could hardly touch his oar with it during the last week at Putney, though on the day of the race it was lanced sufficiently for him to hold the oar, with much pain to himself.

Cambridge were some time in finding a suitable stroke, but at last they pitched upon Mr. Stanning, who had just distinguished himself in the Classical Tripos. He 'got longer every day'—so his own men described his rowing—and the crew seemed very well content with him when they reached Putney. The chief fault of the crew lay in the men in the middle of the boat feathering very badly under water.

During their stay at Putney Cambridge won their trial against the London twelve-oar, while Oxford lost theirs against a watermen's crew. The latter had a couple of clear lengths start, and were one and all in full training for some match or other, with the exception of G. Hammerton. Mr. A. Morrison, as above stated, was rowing with one hand only, so that Oxford could hardly do their best on that day. Their coxswain was under orders not to foul the watermen, and, as the latter crossed him on whichever side he tried to pass, he spent the journey from Barnes Bridge to the Aqueduct in dodging from one side to the other, trying to pass between the watermen and one or other bank. This was, if we recollect right, the last occasion on which the watermen were raced in this fashion by University crews—*i.e.* with a lead conceded, and *carte blanche* to cross and recross *ad lib.* In subsequent years a stipulation was made for room to pass. In 1862 Oxford *did* foul the watermen, and jammed their way past them, declining to be forced ashore; but for this they might have never got by.

The failure of Oxford to beat the watermen brought Cambridge into better favour, but still long odds were laid on Oxford. The race was fixed for the ebb on March 28, and the start was fixed at Barker's Rails, opposite the 'pedestal' which still stands on the Middlesex shore. The finish was at the 'Star and Garter.' There was a good deal of delay at the start; the steamers were unruly and would not lie behind the boats; the crews declined to start so long as they were headed. In this manner time was cut to waste until the old 'Jupiter' (usually one of the worst offenders of the class, and loaded on this occasion with a very cheap and nasty cargo) took the ground with the falling of the tide. Still the crews remained firm, and as the other steamers began to see that they would one and all be high and dry before long if they persisted in their game, they fell back for a few seconds and the race got away.

Oxford had the best (the Middlesex) side; the river was in a state of boil from the steamers' paddles backing, and the start was rather wild on both sides; but in a dozen strokes Oxford drew nearly clear, and increased their lead all the way, reaching the 'Ship' in 3 min., Barnes Bridge in 6 min. 3 sec., and the 'Star and Garter' in 20 min. 6 sec; Cambridge 45 sec. astern of them. Not a steamer was in sight round Craven Point when the race was over; the shallows of the half-ebb completely stopped the flotilla.

The crews were:—

OXFORD.			CAMBRIDGE.		
	st.	lbs.		st.	lbs.
1. Shepherd, R., Brasenose . . .	11	0½	1. Hawkshaw, J. C., Third Trinity	11	0
2. Kelly, F. H., University . . .	11	5½	2. Smyly, W. C., First Trinity . .	11	4
3. Jacobson, W. B., Ch. Ch. . . .	12	4	3. Morgan, R. H., Emmanuel . . .	11	3
4. Woodgate, W. B., Brasenose . .	11	11	4. Wilson, J., Pembroke . . . .	11	10
5. Morrison, A., Balliol . . . .	12	4	5. La Mothe, C., St. John's . . .	12	3
6. Awdry, W., Balliol . . . . .	11	4	6. Kinglake, R. A., Third Trinity .	12	0
7. Carr, C. R., Wadham . . . . .	11	3½	7. Chambers, J. G., Third Trinity .	11	6
Hoare, W. M., Exeter (str.) . . .	11	7½	Stanning, J., First Trinity (str.)	10	6
Hopwood, F., Ch. Ch. (cox.) . . .	8	4½	Archer, F. H., Corpus (cox.) . .	—	—

We regret to say that of these Messrs. A. Morrison and Jacobson are both lately deceased—the former of fever, the latter of decline.

XXVI. (1864.)

AT Cambridge in the autumn of 1863 the Trial Eight system was again adopted, and no less than three trial crews were trained and raced at Ely. One crew contained all the heaviest men, and was set to give two lengths start to two

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lighter crews, which it did with success. Then the lighter crews had a row between themselves. For all this Cambridge did not turn out in good style, the race showing that many faults had crept into Cambridge rowing, some the results of misfortune and some of fault. Feather under water, bucketing recovery, hang at the finish, bent arms, and such-like violations of first principles of rowing were the results of careless teaching; but want of life and catch at the beginning were greatly due to the silted and shallow state of the Cam, which was becoming annually worse. A racing boat on the Cam was heavier offhand than a gig eight on the Thames. Half the art of light-boat racing lies in getting sharp hold of her at the beginning of the stroke. Oxford were yearly getting more *au fait* at this, while Cambridge were receding, owing to the state of their river. To this handicap they added various faults, which were chiefly pure demoralisation, ill-luck, and a want of confidence in their advisers. Like unsuccessful Athenians, their first idea after a defeat was to lay the blame on their generals.

Mr. Carr was President of Oxford, but did not row. At first Mr. Meredith Brown rowed stroke; later on he went to 7, and Mr. Pocklington went to stroke. The crew then mended hopefully, chiefly owing to the existence of a reliable 7, a place which no one up to that time had satisfactorily filled. The crew were very tall, averaging over 6 ft. in height, and only 11st. 7lb. average; they were rather injudiciously overtrained, and it was a very near shave whether Mr. Seymour did not break down altogether. He suffered badly from boils, and strained his elbow-joint, in which an abscess appeared after the race, and permanently crippled the limb.

The Cantabs were all well and hearty, and heavier than their opponents; but were badly together and rough in style, while Oxford were peculiarly neat and even. The race took place on March 19. The Presidents decided to start at the 'Star and Garter,' and not to go until all steamers were astern of the boats. In this they were at last successful. The Prince of Wales attended the race for the first time, on board the Thames Subscription Club steamer. In those days the towpath was still open to horses, and there was a charge of cavalry almost a hundred strong alongside of the race.

Cambridge hustled off with a lead, and were half a length ahead before the Point was reached. Oxford settled down to a longer and slower stroke, and collared them near the Grass Wharf, and drew clear off Rose Bank. From this point Oxford went well away, and won easily by half a minute. The finish was not three hundred yards beyond the 'Ship.' Time, 21 min. 40 sec. In their trials Oxford had rowed half-mile starts level with the watermen, and in others had given half a length lead; and in all cases had drawn clear in berth in three minutes. Cambridge beat the London Twelve.

The crews were :—

OXFORD.			CAMBRIDGE.		
		st. lbs.			st. lbs.
1. Roberts, C., Trinity . . .	10	9	1. Hawkshaw, J. C., Third Trinity .	11	3
2. Awdry, W., Balliol . . .	11	4½	2. Pigott, E. V., Corpus . . .	11	9
3. Kelly, F. H., University . . .	11	9	3. Watson, H., Pembroke . . .	12	4
4. Parsons, J. C., Trinity . . .	12	9	4. Hawkins, W., St. John's . . .	12	0
5. Jacobson, W. B. R., Ch. Ch. .	12	3½	5. Kinglake, R. A., Third Trinity .	12	4
6. Seymour, A. E., University . .	11	1	6. Borthwick, G., First Trinity . .	12	1
7. Brown, M., Trinity . . .	11	0	7. Steavenson, D. F., Trinity Hall .	12	1
Pocklington, D., Balliol (str.) .	11	4	Selwyn, J. R., Third Trinity (str.)	11	0
Tottenham, C. R. W., Ch. Ch. .			Archer, F. H., Corpus (cox.) . .	6	6
(cox.) . . . . .	7	3			

Of these we regret to say that Mr. D. Pocklington is now no more; he died of decline at Bournemouth some six years ago. His disease did not seem to be attributable to rowing, for he rowed as a Bachelor in his College crew two years later, and seemed in good health when he entered the Church; but he caught a bad chill through doing duty in wet clothes through a long service and sermon, and thus laid fatal seeds. He seemed to get better, but a second similar chill permanently affected his lungs, and he gradually sank. Many of his old comrades of the oar went to see both him and Mr. Jacobson in their last days. The personal popularity and regret which both had won seemed unbounded. As to the Cantabs, we must for the nonce depart from our later rule—of not alluding to future careers in the last two decades—in the case of J. R. Selwyn, who treads in his father's steps, and already adorns the colonial episcopate.

# XXVII. (1865.)

THE race of 1865 was a most sensational one as regards the features of the contest itself. A sort of tradition had crept in that first through Hammersmith Bridge meant first past the 'Ship' at Mortlake. There had been one exception, that of the first of the two matches of 1849, when Oxford had led through the bridge and had been overhauled later on. But it was so generally confessed that in that race Oxford were short of condition, and had neglected their training, that this one exception was held rather to prove the generality of the rule. A lead for the first half, or even a whole, mile had been known to be wrested: *e.g.*, only as late as 1860 Oxford had led for the best part of the distance to Hammersmith, and had failed to win; but in that race the tradition held true, and to the letter, for Cambridge had reached the bridge first, though only by a yard or so. Anyhow, few contemplated the possibility of a crew holding, not a nominal, but a clear and commanding, lead at Hammersmith, not displaying any collapse up to that point, and yet failing to maintain a lead to the finish. How this tradition was upset in the year now in reference the story of the race will disclose.

Cambridge had a much more promising set of men to work upon for 1865 than they had had for 1864. They had begun to realise that they had been deficient in catch at the beginning of the stroke during the few preceding years, and they set to work to correct the fault. They threw themselves back upon their oar handles *con amore*. They certainly did hit the beginning at last; if a man's head had been in contact with one of their blades as it struck the water his cranium would probably have been fractured with the force of the impact. The crew rowed very well together, had a quick but rather a bucketing recovery, and did not show the same extent of feather under water which had marked their immediate predecessors, and which had been so conspicuous among Cantab crews of the last few seasons. Such a crew ought to have been formidable, composed as it was of several very good oarsmen; notably, stroke, 7, 5, and 4, were all men who would be welcomed as godsends to reinforce even the best of University Eights that ever floated. But there had crept in, unobserved by the crew, an insidious fault, which greatly neutralised all the other improvements; and that was a tendency to 'clip' the stroke. This 'catch' of the beginning was attained, not by a sudden application of strength and an instant dip into the water, but by bringing the oar blade 'slantendicular' to the water, striking the water much nearer the rowlock than should be the case if the oar dropped perpendicular after the recovery and feather were over. The long journey of the oar, from the time when the oarsman began to swing his body back until the time when the blade reached the water, gave a great impetus to the blade, and made it strike the water with great violence; but meantime the beginning of the stroke had been rowed in air. The middle of the stroke became the beginning, and this, such as it was, was caught with a vengeance. The effect of this style was to shorten the stroke materially. Hence, in order to command a racing pace the crew had to row an abnormally rapid stroke. The extra recovery of the rapid stroke told a tale of exhaustion in time, and ruined the hopes of a crew that but for this one fault might have been recorded winners. Oxford had a very rough lot to deal with among recruits. To begin with, her stroke and No. 5 were the only high-class oars she had. Later on a very rough diamond developed polish, and in the last three weeks disclosed the making of what he was by that summer and a year later, viz., one of the finest heavy weights both for style and work that either University ever turned out. This was their No. 3. The only parallel that we can recall of a rough, backward, but powerful man suddenly turning out first-class and at the last, and in the very nick of time, is that of Mr. Burgess, No. 6 for Oxford in 1878; and these examples should show to Presidents the importance of persevering with big, pains-taking men, at all events to within the last fourteen days of training, when the experiment fails, as it did with Mr. Parsons in 1863, a lighter and stylish oar can then be introduced in his place and with but little harm really caused by the delay, as in that instance. Moreover, the pains spent upon the big man

may be well repaid another year, as in Mr. Parsons's case, for he well won his seat in 1864, though there was not time fully to polish him up in 1863.

However, to return to the race. Of the Oxford crew some were small, light-weight men, some were strong, but decidedly rough. Nothing made them into a crew but the strong steady swing of their stroke, and nothing saved them in the race but his coolness and generalship.

The race was on April 11—a beautiful summer day. The steamers, as usual, misbehaved, and lay in front of the start, the 'Midge' and 'Matrimony' being the worst offenders. At last the Presidents decided not to start at all unless they got a fair start, and the crews went back to the boat-houses. The public looked like lynching the offending steamers, and the captains of the latter at last came to reason; then a start was effected. Oxford had won the toss, and took the Fulham side; the tide had all but stopped. Cambridge went off at forty-four a minute, and took a lead after the first few strokes. Oxford rowed thirty-eight or thirty-nine. Cambridge drew clear off the Point, and still pegged away at their fast stroke. They took Oxford's water off the Crab Tree, and the Oxford stroke, feeling his crew getting rather wild at this event, so far from spurting slackened his stroke until they got together again. Cambridge shot Hammersmith Bridge a clear length in front. Odds, which had been from evens and 5 to 8 on Oxford, were now 10 to 1 on Cambridge and few takers. But round the curve off the Mall Oxford were seen to be holding their own; leaving Chiswick Eyot Cambridge were tiring. At the Church Oxford's bow nearly reached their rudder, and they began to go to pieces, while Oxford still swung along at their old steady stroke, the utmost that they could row without getting short. In another minute Oxford had got up level, and then left Cambridge far more rapidly than the latter had left them at the start. Oxford led by three lengths at Barnes, and won by 16 sec. in 21 min. 24 sec. Oxford had a near shave of collision with a sailing-barge just below Barnes, and their coxswain's pilotage in the emergency earned much *kudos*. In those days the Conservancy had no statutory powers to clear the course. The Cambridge boat was stove in by a mischievous tug just after the conclusion of the race. On the whole, the steamers behaved about as badly as they well could. The crews were :-

OXFORD.		CAMBRIDGE.	
	st. lbs.		st. lbs.
1. Raikes, R. T., Merton . . .	11 0	1. Watney, H., Lady Margaret . .	11 1
2. Senhouse, R. N., Christ Church .	11 1	2. Beebee, W. H. L., Lady Margaret	10 12
3. Henley, E. F., Oriel . . .	12 13	3. Pigott, E. V., Corpus . . .	11 12
4. Coventry, G. C., Pembroke . .	11 12	4. Kinglake, R. A., Third Trinity .	12 8
5. Morrison, A., Balliol . . .	12 6	5. Steavenson, D. F., Trinity Hall .	12 4
6. Wood, T., Pembroke . . .	12 2	6. Borthwick, G., First Trinity . .	11 13
7. Schneider, H., Trinity . . .	11 10	7. Griffiths, W. R., Third Trinity .	11 8
Brown, Meredith, Trinity (str.) .	11 4	Lawes, C. B., Third Trinity (str.)	11 7
Tottenham, C. R. W., Ch. Ch.		Archer, F. H., Corpus (cox.) . .	7 3
(cox. . . . .)	7 13		

Of these, Mr. Beebee, who had much distinguished himself in the Classical Tripos, died lately in India, regretted by all brother *thranitai*.

Mr. Coventry is brother of the Cantab oar of that ilk in '60 and '61.

## XXVIII. (1866.)

THE season of 1866 was remarkable for a proposal, brought forward but eventually abandoned by Cambridge, for fixing some distinct qualification for oarsmanship in the Putney matches. Up till then, as now, no such written qualification had existed. All other University contests, including Inter-University Athletic Sports (which in those days had not reached London), were governed by some such rule as to standing at the University. All these competitions were but imitations of the one original contest between the Universities, that of boat-racing. It was, perhaps, salutary that the new affairs should be fettered by specific legislation; but the University Boat-race had from the first existed upon a *lex non scripta* that neither Club should take an unfair advantage of the others by using oarsmen who were not fairly resident.

The Cantabs of 1866 did not for a moment impute to Oxford that the latter had in any way violated the unwritten law, but they did aver that the different system and date of examinations and degrees at Oxford gave a larger average residence to Oxonians than to Cantabs, and so facilitated the employment by Oxford of a greater average of veterans. And to this alleged greater presence of veterans of late in Oxford crews Cambridge reasoned to attribute their five successive defeats up to that date. We pointed out in a recent chapter that the deteriorated state of the river Cam had much to do with the origin of the falling off in Cambridge rowing, though it had been supplemented by demoralisation and loss of self-reliance and confidence. Some of the Cantabs of the year already realised this; but quondam Cantab victors so derided the idea, and with so much personality—accusing their unfortunate *confrères* of being bad workmen who grumbled at their tools—that the new generation were bullied for the time into seeking for some other reason for their failures, and they fancied they had found it in the question of residence and examinations. Accordingly the Cantab President (Mr. Kinglake) proposed to Oxford that four years' standing should be the limit for honour men to row, and that pass men should not row beyond a year from passing final schools. The latter part of the proposal simply reduced to writing what custom and convenience had already made law. The former part was a direct innovation, and the whole idea of such regulations was objected to by Oxford; not that it affected their crew of that year, for every man in their boat was of less than three years' residence at the date of the race, but they opposed it on principle. Cambridge then intimated that they might



decline to challenge if Oxford did not accept the rule. This made Oxford still more tenacious. In addition, a round robin was signed by a large number of Old Oxford Blues, begging the O.U.B.C. to stick to their guns. Eventually Cambridge dropped their proposals, and never again pressed them. They found out a year or two later the importance of renovating their river, collected money, and dredged it. With a deeper channel, and restored confidence, they, a few years later, turned the tide and won five races running.

The bad luck of Cambridge stuck to them in 1866; literally bad luck, for they had a crew which would certainly have won had it rowed against the Oxonians of 1865, and would have made a doubtful issue with those of 1864, or 1867, or 1868. But fortune stuck to Oxford, and the latter got together a crew much above the average, just in the one year when it was wanted. It was, we should say, a good half minute better over the Putney course than the winners of 1865. As it was, Cambridge did not send out all her best men, for Messrs. Lawes and Marsden (brother of the Oxonian stroke of '67) declined to row. Had these two been in the Cantab boat, *vice* the two weakest of the Cantab middle oars, the issue would, to say the least, have been doubtful for Oxford, good though the latter were.

The race took place on March 24, at 7.50 A.M., on a very dead tide. A stiff S.W. wind blew, and had the tide been anything but a standstill neap, the surf in Chiswick and Corney Reaches might have swamped both boats. We should mention that Oxford had a near shave of throwing away the race in the last week. They had a new boat by Salter, and their coach (Mr. Woodgate) condemned her as slow, so soon as her real travelling powers could be seen on smooth water; the stormy weather of the month prevented this being fairly judged until the day week before the race. The crew were very averse to changing their ship. They had nothing else but that of 1865, built for a smaller crew, and they feared being under-boated. At last they assented to send for the old boat and to try a paddle in her on Monday, the 19th. They rowed a hundred yards in her and at once made up their minds that the newly-built boat was a coffin compared to the old ship. They never again set foot in the boat which had been built for them that year, and rowed the race in the small but faster ship which had carried the 1865 crew. Had they stuck to the boat built for them they would most probably have lost. Oxford won the toss, 'as usual' it might almost be said, for it was the fifth time running. Their luck in this respect during this period was very curious. They did not make the best of their choice, for they selected the Middlesex side, which was to leeward, the wind blowing stiffly off the towpath shore. Moreover, when they rounded beyond Hammer-smith they thereby met the rough water in mid-stream sooner than Cambridge did under the Surrey bank. The tide almost stood still, and the unruly steamers as usual, delayed the race. At last the start took place from skiffs moored some way up river, almost off the Duke's Head, and the race finished at the end

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of the Causeway, just beyond the 'Ship.' Odds of 2 to 1 were laid on Oxford. Cambridge forced their way in front after the first two hundred yards had been rowed, led by a quarter of a length off Craven Point, which they took very wide, and by more than half a length at Hammersmith. As they rounded the curve off the Doves, on the inside of Oxford and more sheltered of the two, they drew still more away, to about three-quarters of a length lead. They both met the wind and surf off the Lead Mills, and this suited Oxford's rowing, though they were more exposed and in rougher water. They did not splash, while Cambridge did so a good deal. Oxford came up quickly, and were all but level at the bottom of Chiswick Eyot. Cambridge tried to force the pace in the rough water, but could not row clean in it, and Oxford without quickening their stroke went up to them, and led by half a length off Chiswick Church. They had drawn nearly clear at the entry to Horse Reach, where a mischievous barge lay in the track of Cambridge, and ruined any chance they might have had left. We do not believe that it really affected the absolute result, for Oxford were full of rowing, while Cambridge were falling to pieces under the pace and surf; but it drove Cambridge out under the Surrey shore, and by the time they had passed it Oxford were a clear length ahead and going away fast. Had Cambridge kept their course, and not given way to go round the bows of the barge, but had crossed under her stern, allowing for her 'way'—(just as Mr. Tottenham did in his brilliant manœuvre, under similar circumstances, for Oxford in 1865)—the Cantabs might, as events presently showed, have held a direct course and have lost no ground; but it required great nerve and judgment to dare such a proceeding, and few coxswains could have calculated that the barge could pass on sufficiently to leave space for the Eight in such a sudden emergency. It is hardly fair to blame Mr. Forbes for having at all events made sure of avoiding a smash or a foul. Oxford led by a clear length and a half at Barnes Bridge; by three lengths at the finish in 25 min. 35 sec. The tide was just ebbing when they reached Mortlake, and with the foul wind explains the slowness of the race by two such good crews. The performers were:—

OXFORD.			CAMBRIDGE.		
		st. lbs.			st. lbs.
1. Raikes, R. T., Merton . . .		11 0	1. Still, J., Caius . . . . .		11 6
2. Crowder, F., Brasenose . . .		11 11	2. Selwyn, J. R., Third Trinity .		11 6
3. Freeman, W., Merton . . . .		12 7	3. Bourke, J. W., First Trinity .		12 3
4. Willan, F., Exeter . . . . .		12 2	4. Fortescue, J., Magdalen . . .		12 2½
5. Henley, E. F., Oriel . . . .		13 0	5. Steavenson, D. F., Trinity Hall		12 5
6. Wood, W. W., University . . .		12 4	6. Kinglake, R. A., Third Trinity .		12 9
7. Stenhouse, P., Christ Church .		11 3	7. Watney, H., Lady Margaret .		10 12
Brown, Meredith, Trinity (str.) .		11 5	Griffiths, W. R., Third Trin. (str.)		11 9
Tottenham, C. R. W., Ch. Ch.			Forbes, A., Lady Margaret (cox)		8 0
(cox.) . . . . .		7 13			

## XXIX. (1867.)

THE race of 1867 was, until the dead-heat of ten years later, the closest of all University matches over the Putney to Mortlake course, so far as the distance by which the race was won. We are inclined to think that it was really won with a good deal in hand; and again, that it was as near as possible lost by want of calculation on the part of Oxford. The victorious stroke of the last two years, Mr. Meredith Brown, had left Oxford, and for some time there was much uncertainty as to who should fill his place. Mr. G. Morrison came down one day and took a strong fancy to Mr. Fish, of Worcester; for some time that gentleman was installed at stroke, but the selection turned out to be a mistake, and eventually Mr. Marsden, of Merton, was chosen for the place. He had been tried for the crew a year before, and had considerably improved in strength during the interim. He was the younger brother of Mr. Marsden of Lady Margaret, Cambridge; in fact, he had begun his University career at Cambridge, and then had migrated—another piece of bad luck for Cambridge, for Oxford had no other stroke worth his salt this year, and had Mr. Marsden stayed on at Cambridge the race of 1867 must inevitably have gone to Light Blue. Mr. Griffiths remained to stroke Cambridge, and there were several good oars in residence. The crew rowed well together, but had a bad feather under water, which tended to cripple their pace. Oxford had been reinforced by Mr. Tinné, an importation from the Eton Eight, just in time to fill the vacancy at No. 5, which seemed an irreparable loss on the retirement of Mr. Henley. In practice Oxford rowed a full racing-stroke of 38 and 39 a minute, well rowed through, over the whole course several times, and always showed greater speed than Cambridge. Whilst racing the watermen they displayed even greater pace than the crew of the year before. On one occasion they gave the watermen a clear length's start off Rose Bank, and drew ahead of them off Craven Cottage, one of the fastest starts against a watermen's eight that we ever saw on the part of a University crew. Mr. Marsden's was an exceedingly propelling stroke. We have seldom seen any of the old fixed-seat oarsmen that could get more work out of men behind him, unless it was Mr. Pocklington; but he was not so good a judge of the pace of strokes which he was rowing, and sometimes at practice he had rowed too fast. He had been particularly cautioned on the morning of the race not to row faster than he could help, and he obeyed orders most literally. He rowed the slowest stroke ever seen in any University race. On fixed seats the oar was smaller and the stroke shorter than on the slides of later years; but never on slides has so slow a stroke been rowed as by Mr. Marsden on fixed seats in the race of 1867. He did not exceed 34 a minute from the first minute to the last 100 yards! He took the lead from the start and held it all the way at this slow stroke, never quickening until he reached the 'Ship.' (In 1865 Mr.

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Brown was reckoned to be 'keeping it slow' compared to Cambridge, when he rowed 37 and upwards in his waiting race of that year.) Cambridge, well generalled by Mr. Griffiths, rowed a racing-stroke of 38 for the first two miles, and then nearly 40 a minute; and still Mr. Marsden was always his half-length in front. The 'Times' published a nonsensical and would-be sensational description of the race (of which the able pen of Mr. Brickwood, its more modern contributor, was most certainly guiltless), and it drew largely upon imagination, describing alternating leads which never existed. Oxford on the Middlesex side (once more winning the toss for waters!) were always ahead after two lengths had been rowed, and had half a length lead at the Point. The position was much the same until Mortlake Brewery was reached, when Mr. Griffiths drove his crew along with a last spurt, and came up slowly, until at the 'Ship' he was scarcely six feet behind. Mr. Marsden seemed dangerously imperturbable, till for the last dozen strokes he suddenly quickened up to a racing-stroke of about 38 and drew away, winning by three-quarters of a length. Time, 22 min. 39 sec. Without prejudice we believe that Mr. Marsden might have won by sundry lengths if he had been so inclined: as it was, he carried out his orders to the letter, and rowed not one stroke faster than he absolutely needed to maintain a vantage position until the last third of a minute, or less. The sudden pace at which he shot away on the post seemed to infer that his crew had plenty in hand. Still, had a crab been caught by Oxford in the last spurt they might have been caught napping by Cambridge. Moral: Leave a stroke alone, and avoid fettering him with red-tape instructions as far as possible. A stroke that is denied the right to use his own discretion, and is bidden to row to orders, is often fatally hampered in an emergency. The crews were:—

OXFORD.		CAMBRIDGE.	
	st. lbs.		st. lbs.
1. Bowman, W. B., University	10 11	1. Anderson, W. H., First Trinity	11 0
2. Fish, J. H., Worcester	12 1	2. Collard, J. M., Lady Margaret	11 4
3. Carter, E. S., Worcester	11 12	3. Bourke, J. N., First Trinity	12 9
4. Wood, W. W., University	12 6	4. Gordon, Hon. F. H., First Trinity	12 3
5. Tinné, J. C., University	13 4	5. Cunningham, F. E., King's	12 12
6. Crowder, F., Brasenose	11 11	6. Still, J., Caius	11 12
7. Willan, F., Exeter	12 3	7. Watney, H., Lady Margaret	11 0
Marsden, R. G., Merton (str.)	11 11	Griffiths, W. R., Third Trin. (str.)	12 0
Tottenham, C. R. W., Ch. Ch.		Forbes, A., Lady Margaret (cox.)	8 2
(cox.)	8 8		

## XXX. (1868.)

THE Oxford crew of 1868 was anything but a fast one, and it was bad luck for Cambridge that against such a crew she could not send out one as good as hers of '65 or '66, and so have secured a win; and her worst

piece of luck consisted in the untimely death of the Hon. J. H. Gordon—about the best Cantab oar of the day, and elder brother of the present Earl of Aberdeen—who on February 12 was found shot in his own rooms, his volunteer's rifle having gone off, apparently, while he was handling or cleaning it. The sad event so affected the C.U.B.C. that there was a proposal made to abandon the match; but, eventually, inasmuch as the challenge had been sent and preparations had gone so far, it was decided to go on with the race.

The race was rowed on a fairish tide, and in a haze which made steering a matter of much difficulty. Cambridge at last won the toss, and took the Fulham shore. The start was, as of late years, from two wherries moored off the 'Star and Garter,' or thereabouts. Cambridge went off at the faster stroke, and led past the boat-houses by a few feet. When Oxford had once settled down to work they began to come up, and headed Cambridge off Craven Point. From this place they steadily went in front, and led by their own length off the Crab Tree. After this they drew fast away, and had a lead of a length's daylight at Hammersmith Bridge. They went farther away, and at Chiswick Cambridge attempted to quicken their stroke, but went all to pieces. In Horse Reach one of their men caught a veritable crab, the whole boat was stopped by it, and the final *coup* of demoralisation was administered thereby. The crew never got together again, and Oxford went farther and farther away, and won by half a dozen lengths in 20 min. 56 sec. The time of the race sounds fast; but there was no head wind, and a fair tide ran with the boats. This was the climax of Cantab collapses. From this date the C.U.B.C. rallied; the river was deepened by the next season, and this alone gave oarsmanship a better chance on the Cam. Several good oars appeared; the crew of 1869, though defeated, were not disgraced, and were a faster lot than the Oxonians of 1868 (such is luck!), and in 1870 the tide of victory was turned, and for five years ran against Oxford.

The crews were:—

OXFORD.		CAMBRIDGE.	
	st. lbs.		st. lbs.
1. Benson, W. D., Balliol.	10 13	1. Anderson, W. H., First Trinity	11 2
2. Yarborough, A. C., Lincoln.	11 8	2. Nicholls, J. W., Third Trinity	11 3
3. Ross, R. S., of Bladensburg, Exeter	11 8	3. Wood, J. G., Emmanuel	12 6
4. Marsden, R. G., Merton	11 13	4. Lowe, W. H., Christ's	12 4
5. Tinné, J. C., University	13 7	5. Nadin, H. T., Pembroke	12 11
6. Willan, F., Exeter	12 5	6. MacMichael, W. F., Downing	12 2
7. Carter, E. S., Worcester	11 8	7. Still, J., Caius	12 1
Darbishire, S. D., Balliol (str.)	11 3	Pinckney, W. F., First Trin. (str.)	10 10
Tottenham, C. R. W., Ch. Ch.		Warner, T. D., Trinity Hall (cox.)	8 4
(cox.)	8 7		

## XXXI. (1869.)

IN 1869 the bad luck of Cambridge still stuck to them. They got together a crew which was certainly faster than the Oxonian boat of 1868, and, in fact, was barely a length inferior over the course to the Cantab crew of 1866. They obtained the services of Mr. G. Morrison to coach them, and as they had confidence in him, and paid every attention to his instructions, they rapidly cured their faults, and promised well in every way. To look at them, they were more taking than the Oxonians, and if it had not been the prestige which eight successive victories gave to Oxford, the betting would doubtless have been at most 5 to 4 on Oxford. As it was, 5 to 2, and even 3 to 1, was laid against Cambridge, especially during the last few days, in consequence of a further piece of ill-fortune which befell them. Their No. 7 (Mr. P. H. Mellor, of First Trinity, son of the now retired Judge of the Queen's Bench of that ilk),<sup>1</sup> was taken very ill with cold and sore throat, and only three days before the race he utterly broke down. He had been rowing No. 7, to make matters worse, and all rowing men will appreciate the loss which the breakdown of a man in that seat must occasion to a crew at so short a period before a race. However, Mr. J. Still, the ex-President (who had been reading for orders), came manfully to the rescue, and arrived that same afternoon in time to do a short paddle in a snowstorm before dinner. This was on March 13, and the race was fixed for Wednesday, the 17th. Luckily, Mr. Still was one of those who habitually lead a 'godly and sober' life, and he was in much better condition than most men would have been under such circumstances; but of course he was not able to do himself full justice at such a very short notice. However, he astonished every one by the manner in which he worked, and still more by the style in which he kept up his swing and form in the race, after his condition had failed him. He had been gaining in strength and growth ever since he first figured in a University crew, and his scratch performance on this, his last appearance, showed how fortunate Oxford were in not having him opposed to them in hard training.

The start took place off the 'Star and Garter;' Oxford on the Middlesex side. The hour was 3.30 P.M., and a good tide running for once, thanks to a southeasterly wind. It was a very close race for more than two miles; Oxford leading past the Boat-house, and Cambridge coming level off the Point. Then Oxford went ahead again by a few feet; but off the Soap Works Cambridge again went by, and led a few feet through Hammersmith Bridge, of which both boats by consent took the middle arch (of which more anon). Up to this point Mr. Still had rowed wonderfully, considering his short preparation, but of course there was a limit to human endurance under such circumstances, and all the way to Chiswick Oxford were wearing Cambridge out. They led them to the Mall,

<sup>1</sup> And since, we regret to say, dead.

and drew clear just beyond the Church, after which they rowed steadily away, led by two lengths at Barnes, and by nearly four at the 'Ship.' The winning-post was placed rather short, only just beyond the 'Ship,' causing the course to be nearly 100 yards short of regulation distance. Time, 20 min. 4 sec., the fastest on record up to that date.

There were ugly rumours of an intended 'ramp' this year. The public and sundry betting-men of ill-savour had plunged into the market, and had wagered heavily. Scandals were rife that some trick was to be played on the boats, and police were employed to watch the two ships overnight before the race. Some suspicious-looking Jews were believed and seen to be backing Cambridge heavily, and they were men who had the character of not putting their money down for nothing. A report reached the crews that a plot had been laid to run a boatload of hired roughs into Oxford somewhere near Hammersmith. Suspicion pointed to the Surrey bank just above the bridge as the most likely spot for such a craft to lie in waiting. A council of war was held, and both Presidents agreed before tossing for stations that the Surrey arch of Hammersmith should be avoided, so that the boats, being more in mid-stream, should have a better opportunity of seeing and avoiding any boats which might dart out from the shore. Curiously, just after the race shot Hammersmith Bridge, a boat laden with roughs *did* make a sudden sortie from the Surrey bank, right across the track of the race. At this point Cambridge was a third of a length ahead, and lay nearest to the shore; no boat coming from the Surrey side could therefore reach Oxford without first crossing, and perhaps fouling, Cambridge. Be it as it may, whatever may have been the real nature of the mysterious craft, whether she was manned by river pirates or merely by erratic holiday-seekers, she was suddenly stopped, about in a line with the buttress of the bridge. Her crew scanned the two racing boats and then put back, leaving the race unmolested. The coincidence was strange, after the rumours that had been afloat overnight, and after the special precautions that had been taken by the crews. We are induced to suspect that there would not have been so much smoke but for a hidden fire somewhere, and it is most satisfactory that the race was not marred by any such nefarious plot as that suspected and guarded against. The crews were:—

OXFORD.		CAMBRIDGE.	
	st. lbs.		st. lbs.
1. Woodhouse, S. H., University	10 13	1. Rushton, J. A., Emmanuel	11 5
2. Tahourdin, R., St. John's	11 11	2. Ridley, J. H., Jesus	11 10
3. Baker, T. S., Queen's	12 8	3. Dale, J. W., Lady Margaret	11 12
4. Willan, F., Exeter	12 2½	4. Young, F. J., Christ's	12 4
5. Tinné, J. C., University	13 10	5. MacMichael, W. F., Downing	12 4
6. Yarborough, A. C., Lincoln	11 11	6. Anderson, W. H., First Trinity	11 4
7. Benson, W. D., Balliol	11 7	7. Still, J., Caius	12 1
Darbishire, S. D., Balliol (str.)	11 9	Goldie, J. H. D., Lady Marg. (str.)	12 1
Neilson, D. A., St. John's (cox.)	7 10	Gordon, H. E., First Trinity (cox.)	7 8

This was Mr. Goldie's first appearance in a University race. How he had later a triennial revenge for their defeat is now history.

## XXXII. (1870.)

IN entering now upon the fifth decade of our history, we come so nearly within modern and personal recollections of our readers, that we may fairly condense our remarks somewhat, compared to those of earlier and darker ages. In any case, we omit biographical records of the performers, if only for the reason that they are only on the threshold of public life.

The year 1870 was remarkable for being the turn of the tide for Cambridge. Mr. G. Morrison again coached the C.U.B.C., and they had none of the bad luck that had characterised their training in 1869. On the other hand, Oxford, perhaps blinded by long and uninterrupted success for nine years, disclosed much bad management. The best oar in Oxford was Mr. R. Lesley, whose name in the following year became a household word as *nulli secundus* in rowing. But the President of the year seemed to entertain an incomprehensible prejudice against him, and for a long time refused to give him even a trial in the crew. At last, owing to the earnest solicitations of Mr. F. Willan, who was acting as mentor and coach to the O.U.B.C. during their training, Mr. Lesley was placed in the boat for *one* day (!), about three weeks before the race, at a time when the rest of the crew were in fair working condition, though of course not fully trained. The crew thus composed were taken over the long course, without an easy, and at a brisk stroke. Anything more unfair to an untrained man on his trial could hardly be imagined. The President, at the end of the day's row, alleged that Mr. Lesley 'could not stay,' and would give him no further trial. Another good man who ought to have had a place in the boat was Mr. Bovill, of Ch. Ch. Eventually Mr. Darbishire was re-enlisted to row stroke, half way through training. But though he set a good style, he could not compensate for the lack of material behind him. The suicidal tactics adopted by Oxford this year may have been, in one sense, beneficial to the interests of U.B.C. rowing; for, so down on their luck were Cambridge, that if a tenth successive defeat had befallen them, after all the pains they had taken this and the preceding year, it is possible that they might have yielded to the pressure put upon them by some of their members, to throw up the match in future as an annual affair. This would have been truly disastrous, as subsequent events have now shown; so perhaps, indirectly, the folly of the O.U.B.C. did some good to the cause of aquatics.

The prestige of Oxford was such that the public laid 6 to 4 on them up to the start, though they were manifestly the weaker crew, and no better together than Cambridge, and no longer in the stroke. The Thames Conservancy, copying the precedent of the Harvard match of the August before, limited the



steamers, under their new powers, to two only to follow the race—one for the Umpire and old U.B.C. oarsmen, and one for the Press. The race was well contested for three miles. Oxford chose, and wisely, the Surrey station, as every crew should in these days, when no strong wind blows from the Fulham shore. Cambridge began to lead, and had their own length ahead at Hammer-smith. After this, Oxford came up, and were nearly level off Chiswick Church. Then Cambridge wore them down by superior strength, Mr. Goldie rowing with much judgment and coolness, and won by a couple of clear lengths.

The names and weights were :—

CAMBRIDGE.			OXFORD.		
	st.	lbs.			
1. Randolph, E. S. L., Third Trin.	10	11½	1. Mirehouse, R., University .	11	0
2. Ridley, J. H., Jesus . . .	11	9½	2. Lewis, A. G. P., University .	11	2½
3. Dale, J. W., Lady Margaret .	12	2½	3. Baker, T. S., Queen's . . .	12	9
4. Spencer, E. A., Second Trinity .	12	4½	4. Edwards-Moss, J., Balliol . .	13	0
5. Lowe, W. H., Christ's . . .	12	7½	5. Payne, F. E. H., St. John's .	12	10
6. Phelps, E., Sidney . . . .	12	1½	6. Woodhouse, S. H., University .	11	4
7. Strachan, J. T., Trinity Hall .	11	13	7. Benson, W. D., Balliol . . .	11	13
Goldie, J. H. D., Lady Margaret			Darbishire, S. D., Balliol (str.) .	11	11
(str.) . . . . .	12	0	Hall, F. H., Corpus (cox.) . . .	7	7
Gordon, H. E., First Trin. (cox.)	7	12			

Of these, Messrs. Dale and Ridley were Double Blues—the former in cricket, the latter in quarter-mile running.

XXXIII. (1871.)

THE resources of the two Clubs at the beginning of the year were about equal. The merits of Mr. Lesley admitted no longer refusal of recognition, and he was installed at stroke; but a great blunder was again made in the composition of the Oxford crew. Under the plea that Mr. Bunbury was 7lbs. lighter than Mr. Payne, the President placed both of these two oarsmen off their sides to which they were most accustomed. Mr. Bunbury, who was a high-class six-oar stroke, was spoilt at 7, and failed to row with Mr. Lesley. In vain did old oars point out this blunder; the ruling powers of the day fully exemplified the adage, '*Quem deus vult perdere prius dementat.*' However, the race was a well-contested one, Oxford pressing Cambridge all the way, and being beaten at the finish only by their own length, and perhaps a foot or so more. The crews were :—

CAMBRIDGE.					
	st.	lbs.		st.	lbs.
1. Follett, J. S., Third Trinity . .	11	6½	6. Phelps, E., Sidney . . . . .	12	1
2. Close, J. B., First Trinity . . .	11	8	7. Randolph, E. S. L., Third Trin.	11	10
3. Lomax, H., First Trinity . . . .	12	2	Goldie, J. H. D., Lady Margaret		
4. Spencer, E. A., Second Trinity .	12	9	(str.) . . . . .	12	6½
5. Lowe, W. H., Christ's . . . . .	12	10	Gordon, H. E., First Trin. (cox.)	7	13

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OXFORD.						
	st.	lbs.			st.	lbs.
1. Woodhouse, S. H., University .	11	6½	}	6. Payne, F. E., St. John's .	12	9½
2. Giles, E., Christ Church .	11	13½		7. Bunbury, J. M'C., B.N.C. .	11	8
3. Baker, T. S., Queen's .	13	3½		Lesley, R., Pembroke (str.) .	11	10½
4. Malan, E. C., Worcester .	13	1		Hall, F. H., Corpus (cox.) .	7	10½
5. Edwards-Moss, J., Balliol .	12	8½				

## XXXIV. (1872.)

So far, Oxford had come to grief as much by their own fault, be it said, as from any external causes. Their time had now come for some of the bad luck which had so beset Cambridge in the preceding decade. In the middle of training, their stroke, Mr. Lesley, severely strained his side. His doctors ordered him *hors de combat*, and Mr. Houblon, of Ch. Ch., was installed at stroke. But later on, Mr. Lesley mended sufficiently to be able to take an oar, though no longer at stroke—he rowed No. 7, and half trained. Oxford were not a fast crew this year, but they accomplished the fastest time on record on the flood from Putney to Hammersmith, viz. 7min. 55sec., on a spring tide—enough to show what could be done by a really good crew on the best tide, and, still more, what could be done in these days of sliding seats by any good crew that could pick a favourable day. Mr. Armistead had been No. 2 in the crew till within four days of the race, and then broke down, and his place was filled by Mr. Knollys. The race was rowed in a snowstorm. Cambridge led all the way, and at Hammersmith a bolt of Mr. Goldie's outrigger gave way, and he had to row gingerly to the finish. Nevertheless, Cambridge held their own, and won without much difficulty by three lengths. The crews were:—

CAMBRIDGE.				OXFORD.			
	st.	lbs.			st.	lbs.	
1. Close, James B., First Trinity .	11	3	1. Ormsby, J. A., Lincoln .	11	0½		
2. Benson, C. W., Third Trinity .	11	4	2. Knollys, C. C., Magdalen .	10	12		
3. Robinson, G. M., Christ's .	11	12	3. Payne, F. E. H., St. John's .	12	11		
4. Spencer, E. A., Second Trinity .	12	8½	4. Nicholson, A. W., Magdalen .	12	2½		
5. Read, C. S., First Trinity .	12	8	5. Malan, E. C., Worcester .	13	3		
6. Close, John B., First Trinity .	11	10	6. Mitchison, R. S., Pembroke .	12	4½		
7. Randolph, E. S. L., First Trinity	11	11½	7. Lesley, R., Pembroke .	11	13		
Goldie, J. H. D., Lady Margaret			Houblon, T. A., Ch. Ch. (str.) .	10	5		
(str.) . . . . .	12	5	Hall, F. H., Corpus (cox.) .	8	0		
Roberts, C. H., Lady Margaret							
(cox.) . . . . .	6	6					

## XXXV. (1873.)

THIS year Oxford had next to no material. Mr. Lesley was ordered by his doctors not to row, but devoted himself to coaching the crew. He turned out his men in capital form, but they were a puny lot, his 4 and 5 being the only

oarsmen of any pretensions to strength. Cambridge were a fine lot of men, but not fully together. Each crew used sliding seats for the first time in these races, and the race fell upon a one o'clock tide, and smooth water. Oxford were never in it. From start to finish they rowed together, even when beaten, but had not the strength to go the pace. Cambridge led them all the way, and won easily by three lengths. This was Mr. Rhodes's *début* as a stroke, and a very successful one. He was a worthy successor of the retired general, Mr. Goldie. The crews were :—

CAMBRIDGE.			OXFORD.		
	st.	lbs.		st.	lbs.
1. Close, James B., First Trinity	11	3	1. Knollys, C. C., Magdalen	10	11
2. Hoskyns, E., Jesus	11	2	2. Little, J. B., Christ Church	10	11
3. Peabody, J. E., First Trinity	11	7	3. Farrer, M. G., B.N.C.	11	13½
4. Lecky-Brown, W. C., Jesus	12	1½	4. Nicholson, A. W., Magdalen	12	5
5. Turnbull, J. S., First Trinity	12	12	5. Michison, R. S., Pembroke	12	2
6. Read, C. S., First Trinity	12	13	6. Sherwood, W. E., Christ Church	11	1
7. Benson, C. W., Third Trinity	11	5½	7. Ormsby, J. A., Lincoln	11	3
Rhodes, H. E., Jesus (str.)	11	1½	Dowding, F. T., St. John's (str.)	11	0
Candy, C. H., Caius (cox.)	7	5	Frewer, G. E., St. John's (cox.)	7	10

XXXVI. (1874.)

THERE seemed to be a fair prospect of a revival in Oxford rowing in the spring of this year ; but eventually the crew turned out far inferior to what might have been expected of it, although the general style exhibited by Mr. Way, the finally selected stroke, augured well for the future. Matters might now have gone better for Oxford, but that bad luck set in on them. No. 4 hurt his arm and had to lie by for a week ; then No. 3, Mr. Keeble, of Wadham, broke down ten days before the race, and his seat was taken at scratch by Mr. Sherwood ; and lastly, Mr. Nicholson, in consequence of a domestic affliction, had to leave the crew and go home for a week. Under such circumstances the crew was little better than scratch in practice and condition. That Mr. Way made as much of them as he did in the race speaks volumes for his style. In the race Cambridge led at first, rowing 38 to Oxford's 35. Mr. Way dared not attempt a faster stroke with his scratch lot. At Hammersmith, Cambridge led by their own length ; here they met a head wind, and Oxford came up level, and actually took half a length lead at Chiswick Church. But they were too scratch to force the pace enough, and when Cambridge, who had the Middlesex side, came under the shelter of the bank at Horse Reach, Mr. Rhodes quickened while Oxford were still outside in rough water. After this the race was not in doubt, and Cambridge again drew away and won by three lengths. Time, 22 min. 35 sec. The Cambridge crew had promised very well early in training, but their new ship did not carry them ; they had to fall back on a First Trinity craft, and in her

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they began to row short, and on the day of the race were much inferior to what might have been expected of them. However, they were in condition, and rowed together, and this sufficed to land them winners against their opponents.

The crews were :—

CAMBRIDGE.			OXFORD.		
	st.	lbs.		st.	lbs.
1. Hibbert, P. J., St. John's . .	11	1½	1. Benson, H. W., Brasenose . .	11	0
2. Armitage, G. F., Jesus . .	11	8	2. Sinclair, J. S., Oriel . .	11	5½
3. Close, J. B., First Trinity . .	11	0½	3. Sherwood, E., Ch. Ch. . .	11	8
4. Estcourt A. S., Trinity Hall . .	11	10½	4. Harding, A. R., Merton . .	11	1½
5. Lecky-Brown, W. C., Jesus . .	12	5	5. Williams, G., Lincoln . .	13	0½
6. Aylmer, J. A., First Trinity . .	12	11	6. Nicholson, A. W., Magdalen . .	12	10
7. Read, C. S., First Trinity . .	12	11½	7. Stayner, H. J., St. John's . .	11	10½
Rhodes, H. E., Jesus (str.) . .	11	7	Way, J. P., Brasenose (str.) . .	10	9
Candy, C. H., Caius (cox.) . .	7	5	Lambert, W., Wadham (cox.) . .	7	2

XXXVII. (1875.)

THE Trial Eights of Oxford in the autumn of 1874 were without exception the best that the O.U.B.C. ever turned out, good both in style and material. Though Oxford had but two Old Blues left, Messrs. Way and Stayner, the new men were so superior that the odds were on her before the year closed. The new oars of Cambridge were but moderate, both in size and style ; while the Oxford crew, even before they reached Putney, were by far the best of any sliding-seat crew that had yet rowed. They were hot favourites by the day of the race, their trials with scratch crews showing that they could go fast as well as stay. In swing and in slide they worked very well together, rowed an unusually long stroke, thanks to Mr. Way and Mr. Edwards-Moss, the latter of whom, as a No. 7, has never been surpassed. The race was a hollow one. Cambridge led on sufferance for half a mile by dint of going off at a pace of stroke which they could not hope to maintain, but long before reaching Hammersmith Oxford were well ahead, and eventually won by half a minute, in 22 min. 2 sec. The crews were :—

OXFORD.			CAMBRIDGE.		
	st.	lbs.		st.	lbs.
1. Courtney, H. M'D., Pembroke . .	11	0	1. Hibbert, P. J., St. John's . .	11	3
2. Marriott, H. P., B.N.C. . .	11	12	2. Close, W. B., First Trinity . .	11	10
3. Bankes, J. E., University . .	11	11	3. Dicker, G. C., First Trinity . .	11	8
4. Mitchison, A. M., Pembroke . .	12	12	4. Michell, W. G., First Trinity . .	11	11
5. Stayner, H. J., St. John's . .	12	2½	5. Phillips, E. A., Jesus . .	12	4½
6. Boustead, M., University . .	12	4	6. Aylmer, J. A., First Trinity . .	12	12
7. Edwards-Moss, T. C., B.N.C. . .	12	5	7. Benson, C. E., Third Trinity . .	11	3
Way, J. P., B.N.C. (str.) . .	10	11	Rhodes, H. E., Jesus (str.) . .	11	7
Hopwood, E. O., Ch. Ch. (cox.) . .	8	3½	Davis, G. L., Clare (cox.) . .	6	10

XXXVIII. (1876.)

ON paper Oxford looked well for this season ; they had six of their winning crew of 1875, and the two new men, Messrs. Williams and Mercer, of Corpus, had each performed well in the College races. But the crew, though individually good, was collectively a failure. A mistake was made in placing Mr. Edwards-Moss at stroke, a place in which he had had no practice, and in which, though individually the best oar in the boat, he found himself unable to keep his own time. The boat was rigged with stroke on starboard side to suit Mr. Edwards-Moss. The crew never fell together, and, moreover, the sliding was bad as compared to that of the preceding crew. During the last few days at Putney Mr. Hobart took Mr. Williams's place as 3. Cambridge had a lot of good men that had come out since the previous year. They feathered a good deal under water, and had too much hurry in the recovery, but their sliding, which had been transmitted from their Jesus College nucleus, and had been there taught by Rhodes, was cent. per cent. better than that of Oxford, and sufficed to atone for all other shortcomings. In the race they rowed well away from first to last, and won by five lengths in 20 min. 20 sec.

The crews were :—

CAMBRIDGE.			OXFORD.		
	st.	lbs.		st.	lbs.
1. Brancker, P. W., Jesus . . .	11	3½	1. Courtney, H. M'D., Pembroke . . .	11	1½
2. Lewis, T. W., Caius . . .	11	8	2. Mercer, F. R., Corpus . . .	11	6
3. Close, W. B., First Trinity . . .	11	8	3. Hobart, W. H., Exeter . . .	11	11
4. Gurdon, C., Jesus . . .	12	9½	4. Mitchison, A. M., Pembroke . . .	13	0
5. Pike, L. G., Caius . . .	12	9	5. Boustead, J. M., University . . .	12	5½
6. Hockin, T. E., Jesus . . .	12	8	6. Stayner, H. J., St. John's . . .	12	2½
7. Rhodes, H. E., Jesus . . .	11	13	7. Marriott, H. P., B.N.C. . . .	11	9½
Shafto, C. D., Jesus (str.) . . .	11	9½	Edwards-Moss, T. C., B.N.C. . . .		
Davies, G. L., Clare (cox.) . . .	6	13	(str.) . . .	12	3½
			Craven, W. D., Worcester (cox.) . . .	7	6½

XXXIX. (1877.)

THIS year produced a race memorable as ending in the only dead heat on record. Cambridge had a crew composed largely of their winners of 1876, rowing in much the same style as then, and at much the same pace. Oxford had a crew of about the same individual class as that of 1876, but this time sliding much better, rowing uniformly, and far stronger than Cambridge. They had a much longer swing back than the Cantabs, which stood them in good stead, and which, coupled with their superior strength, went far to counterpoise the slightly superior sliding of Cambridge, especially when the latter was coupled with feathering under water, while Oxford feathered remarkably clean.

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In the race Cambridge led nearly a length to Hammersmith, on the Surrey side. After that Oxford went up and passed them, and had drawn clear at the Bull's Head. They still increased their lead, and had half a length's daylight at the White Hart, when bow sprung his oar, and became a mere passenger for the rest of the journey. In less than two strokes Cambridge had come up and overlapped Oxford. The Oxford lead was thus reduced to little more than half a length, and a tremendous race ensued to the finish. Oxford, fortunately for them, had the inside (Middlesex) berth, and their four oars on the outside against their three on the in rowed the boat round in the direction she was wanted to go. Cambridge came up steadily, inch by inch, and it was a near thing as they passed the post. The opinion of even some of the Cantabs themselves was that they never quite got up, and that their No. 7 was level with the Oxford coxswain when the gun fired. However, old Jack Phelps gave his fiat 'a dead heat,' and so it was recorded. It was no discredit to Oxford to make only a dead heat under such circumstances with a seven-oared crew; in many years—*e.g.* in 1876—Cambridge might have broken an oar at Barnes Bridge and yet could not have been caught so long as they did not upset. However, the verdict gave so little satisfaction to either Club that ever since that year an old C.U.B.C. blue, Mr. Fairlie, has been asked to officiate as judge. The crews were:—

OXFORD.			CAMBRIDGE.		
	st.	lbs.		st.	lbs.
1. Cowles, D. J., St. John's .	11	3½	1. Hoskyns, B. G., Jesus .	10	11½
2. Boustead, J. M., University .	12	9	2. Lewis, T. W., Caius .	11	10
3. Pelham, H., Magdalen .	12	7½	3. Fenn J. C., First Trinity .	11	6
4. Grenfell, W. H., Balliol .	12	10	4. Close, W. B., First Trinity .	11	12
5. Stayner, H. J., St. John's .	12	5½	5. Pike, L. G., Caius .	12	8
6. Mulholland, A., Balliol .	12	7½	6. Gurdon, C., Jesus .	12	13½
7. Edwards-Moss, T. C., B.N.C. .	12	2	7. Hockin, T. E., Jesus .	12	11½
Marriott, H. P., B.N.C. (str.) .	12	0½	Shafto, C. D., Jesus (str.) .	12	1½
Beaumont, F. M., New (cox.) .	7	0	Davies, G. L., Clare (cox.) .	7	6

XL. (1878.)

If 1877 was remarkable as producing the only dead heat on record, the race of 1878 may claim to have brought out without exception the very best eight that ever rowed a race.

Oxford had five of their old crew, and were nearly or perhaps quite as powerful as their immediate predecessors, but it was their style which mainly made them what they were in the race. They were perfectly together, very clean on the feather, and with a long swing back. Added to this, their sliding was as much superior to their sliding of 1877, as that in turn had been to their sliding of 1876.

Cambridge were about as good as they had been in 1876 and 1877. In

1876 the Cantabs were supposed to have done a wonderful performance when they rowed the course on a smooth half-ebb in 19 min. 45 sec. In 1878 they repeated the performance, or were, if anything, a second or two faster, and had a more spent tide. Yet when it came to racing they were not in the hunt with Oxford, and sustained the most hollow defeat that had been known since 1863. They had no cripples in the boat, but man for man, with two exceptions, they were physically inferior to the Oxonians. In sliding they were no better, perhaps hardly so good, as Oxford. They had less swing back, and by no means a clean feather. They were capitally together, but the points enumerated, in which Oxford had the advantage, sufficed to create a vast difference in the speed of the two boats. The tide was slack; it would have been satisfactory if such crews could have had the luck to row on one of the better and later tides which have fallen to inferior crews. Still, if the performance of Cambridge on the ebb can be taken as a criterion, coupled with the difference between the two boats in the race, there is good evidence that such a crew as Oxford were on this occasion could have rowed the course—on a smooth spring flood—well under 19 min. (they rowed it in practice on a seven o'clock tide in 19 min. 50 sec.)

In the race Cambridge pulled off with a lead, which they held on sufferance for half a mile. Then Oxford went up to them and rowed right away, winning without difficulty by forty seconds. Cambridge never lost form, and rowed long and well together to the finish without any symptoms of demoralisation, a feature in the race which still further enhances the merits of the victors. Bad crews are often beaten by a long distance, but it was most exceptional to see a crew of such class as Cambridge were in this year so completely outpaced. Time of the race, 22 min. 15 sec., on a dead tide.

The crews were:—

OXFORD.			CAMBRIDGE.		
	st.	lbs.		st.	lbs.
1. Ellison, W. A., University	10	13½	1. Jones, Ll. R., Jesus	10	9
2. Cowles, D. J., St. John's	11	6	2. Watson-Taylor, J. A., Magd.	11	9½
3. Southwell, H. B., Pembroke	12	8	3. Barker, T. W., First Trinity	12	6
4. Grenfell, W. H., Balliol	12	11	4. Spurrell, R. J., Trinity Hall	11	13½
5. Pelham, H., Magdalen	12	9½	5. Pike, L. G. Caius	12	8½
6. Burgess, G. F., Keble	13	3½	6. Gurdon, C. Jesus	12	10½
7. Edwards-Moss, T. C. B.N.C.	12	3	7. Hockin, T. E., Jesus	12	4½
Marriott, H. P., B.N.C. (str.)	12	2½	Prest, E. H. Jesus (str.)	10	12½
Beaumont, F. M., New (cox.)	7	5	Davis, G. L. Clare (cox.)	7	5½

XLI. (1879.)

THIS year saw a sudden decadence on both sides, not so much in style as in material. Neither crew rowed badly but even the winners were lamentably

deficient in pace—many lengths slower than the losing crew of 1878. Mr. Marriott was re-enlisted a fortnight before the race, and even then, in a half-trained condition, he was quite a Triton among minnows. The only redeeming feature in Oxford was that they had a good general style and rowed together. Cambridge likewise looked well enough, and it was only when they tried to get pace on their boat that their mediocrity became so apparent. In the race Cambridge came away with the lead, and held it all the way, winning by about three lengths in 21 min. 18 sec., on a fair tide but with a foul breeze—not a hollow race. Both crews kept well together during the race, and did credit so far to their coaches; the latter could not give strength to their pupils, though they were able to inculcate good style. The extraordinary odds of 6 to 1 were laid on Cambridge the day before the race, and the Presidents, fearing some foul play under such heavy wagering, agreed beforehand to row the race *de novo* if any *contretemps* occurred. The crews were :—

CAMBRIDGE.			OXFORD.		
	st.	lbs.		st.	lbs.
1. Prest, E. H., Jesus . . .	11	2	1. Wharton, J. H. T., Magdalen .	11	3½
2. Sandford, H., St. John's .	11	6½	2. Robinson, H. M., New . . .	11	2½
3. Bird, A. H. S., First Trinity .	11	8	3. Disney, H. W., Hertford . .	12	7
4. Gurdon, C., Jesus . . .	13	0½	4. Southwell, H. B., Pembroke .	12	9
5. Hockin, T. E., Jesus . . .	12	4½	5. Burrowes, T. Cosby-, Trinity .	12	9
6. Fairbairn, C., Jesus . . .	12	7½	6. Rowe, G. D., University . . .	11	13
7. Routledge, T., Emmanuel . .	12	7½	7. Hobart, W. H., Exeter . . .	11	12
Davis, R. D., First Trinity (str.)	12	4½	Marriott, H. P., B.N.C. (str.) .	12	2½
Davis, G. L., Clare (cox.) . .	7	7	Beaumont, F. M., New (cox.) .	7	5

## XLII. (1880.)

OXFORD began with a very rough crew in early practice this year. But when at last Mr. West was tried at stroke his merits became patent; and for style he proved himself equal to the best performances of Messrs. Way and Marriott before him. His stroke was simply the making of the crew, which was one of fair second-class material and nothing more, but rowing in good style, especially as to clean feather, lively recovery, and good sliding. Cambridge looked very formidable early in the term; they then had their previous year's stroke—Mr. Davis—at stroke; after that they moved him to No. 6, and put Mr. Baillie in his place, discarding two heavy weights, Messrs. Nimmo and Roden, the latter of whom certainly seemed a good man. The race was a good one up to Chiswick; an easterly wind blew, and Oxford were on the Middlesex side. Cambridge led to Hammersmith Bridge, and just after passing it, leaving the inside of the bend at that point, drew almost clear. Then West quickened his stroke, which had been all the time slower than that of Cambridge. He went up to Cambridge before reaching Chiswick Eyot, and after that drew well away and won by three lengths without much difficulty. The crews were :—



OXFORD.			CAMBRIDGE.		
	st.	lbs.		st.	lbs.
1. Poole, R. H. K., Brasenose	10	6	1. Prest, E. H., Jesus	10	12
2. Brown, D. E., Hertford	12	6	2. Sandford, H., Lady Margaret	11	5½
3. Hargreaves, F. M., Keble	12	2	3. Barton, W., Lady Margaret	11	3½
4. Southwell, H. B., Pembroke	13	0	4. Warlow, W. M., Queen's	12	0
5. Kindersley, R. S., Exeter	12	6	5. Armitage, C. N.L., Jesus	12	2½
6. Rowe, G. D., University	12	3	6. Davis, R. D., First Trinity	12	8½
7. Wharton, J. H. T., Magdalen	11	11	7. Prior, R. D., Queen's	11	13
West, L. R., Ch. Ch. (str.)	11	1	Baillie, W. W., Jesus (str.)	11	2½
Hunt, C. A. W., Corpus (cox.)	7	5	Clarke, B. S., Lady Marg. (cox.)	7	0



THE NEW STYLE.

DD

*THE HARVARD RACE.*

THE negotiations which eventually resulted in a four-oared match over the Putney course between the Universities of Oxford and Harvard, U.S.A., on August 27, 1869, commenced as far back as August 25, 1867.

The Harvard crew, accompanied by their Secretary and several spare men, arrived in England towards the end of July 1869, and immediately took up their quarters at Putney, and commenced practice.

The Oxford crew, who had been training first at Eton under the coaching of Mr. Warre, and afterwards at Pangbourne, under the supervision of Mr. G. Morrison, arrived at Putney about a fortnight before the race.

The race was rowed from two boats moored a certain distance above the Aqueduct at Putney to a flag-boat moored an equal distance above the 'Ship' at Mortlake. Harvard had the Middlesex station, and Oxford the Surrey; and after a well-contested race to Chiswick Eyot, Oxford drew away and won by four lengths in 22 min. 20 sec.

Mr. F. S. Gulston and Mr. J. W. Chitty officiated as Umpires for Harvard and Oxford respectively, and Mr. Thomas Hughes, M.P., stood Referee at the especial request of the Harvard crew.

The crews were composed as follows :—

OXFORD.		HARVARD.	
	st. lbs.		st. lbs.
1. Willan, F., Exeter . . .	11 10	1. Fay, J. S., Boston . . .	11 1
2. Yarborough, A. C., Lincoln . .	12 2	2. Lyman, F. O., Hawaiian Islands. .	11 1
3. Tinné, J. C., University . . .	13 8	3. Simmonds, W. H., Concord . .	12 2
Darbishire, S. D., Balliol (str.) .	11 6	Loring, A. P., Boston (str.) . .	11 0
Hall, J. H., Corpus (cox.) . . .	7 2	Burnham, A., Chicago (cox.) . .	7 10

Harvard had previously sent a challenge to Cambridge, but insuperable difficulties prevented its acceptance.

## APPENDIX.

*DESCRIPTION OF THE FIRST UNIVERSITY RACE AT HENLEY  
IN 1829, WRITTEN ON THE BACK OF MR. TOOGOOD'S  
PICTURE. (See p. 13).*

DD 2



*GRAND ROWING MATCH AT  
HENLEY-ON-THAMES.*

THIS much-talked-of match between Oxford and Cambridge took place on Wednesday last. It excited such great interest, that the inhabitants of Henley resolved on rendering it a complete aquatic *fête*. For this purpose, a general meeting was held at the Town Hall of that place on Saturday last, when a subscription was entered into for the purpose of providing music, fireworks, &c. About twelve o'clock on Wednesday the battle began at Henley, and from that time until six o'clock, the hour appointed for starting, every road to that town was thronged with pedestrians, horsemen, and vehicles of all descriptions. Most of the members of the University that were present wore blue handkerchiefs, those of the University of Cambridge pink; and, according to the party they favoured, many persons sported ribbons of those colours. The bells were ringing nearly the whole of the day. At two o'clock, several bands of music, stationed in different parts of the town, commenced playing, and the amusements began with a match between two wherries for a prize given by the town of Henley. At this time, the appearance of the banks of the river was highly interesting. They were decorated by beauty and fashion, and the company continued to increase till the race began. At about a quarter past seven, the boats were launched and manned by their respective crews. They proceeded down the river accompanied by several London, Eton, and Oxford cutters, which had arrived during the day. At this time nearly 20,000 persons were assembled on the banks of the river, waiting most anxiously for the commencement of the contest. When the Oxford boat, built by Davis and King, of Oxford, was launched, a general opinion in its favour prevailed among all the competent judges present, notwithstanding the boasted lightness of the London boat, built by Searle, of Lambeth. On proceeding down the river, its superiority was manifested by its gliding, as it were, on the surface of the water, instead of burying itself in it, as was the case with the other. This made the betters of the long odds look very gloomy, for 3 and even 5 to 1 had been given in favour of Cambridge, to within a few days of the race. Having arrived at the place of starting and all the necessary preparations being made, a pistol was fired; but a false start took place, and the boats returned to the point. Matters being again arranged, a second signal was given at about four minutes to eight, and they started. The Oxford boat gained from the moment of starting, and before they got to the island, was clear ahead of the Cambridge. The Oxford boat continued gaining the whole of the way up, without the crew showing the slightest

symptom of distress, and upon passing under the bridge, the appointed winning place, was not less than 100 yards ahead of Cambridge. The distance rowed was two miles and a half, and the time of performance about fourteen minutes. We cannot describe the enthusiastic shouts which rent the air when the Oxford boat came up to the bridge. A very faint idea may be formed of the triumphant scene, from what our readers have often witnessed at the races on the Isis. Amongst the assembled multitude were to be seen the very flower of the kingdom, for such surely may be called the fine, high-spirited young men of the Universities of Oxford and Cambridge, of Eton and Westminster. The splendid scenery, the beautifully winding river, on which were boats of every description, and the immense company, made a picture of so superb, so unique a nature, that none but those who saw it can form an adequate idea of its richness and variety. The crew of the Oxford boat, on jumping ashore, were surrounded by congratulating friends, and they were almost carried through the crowd. They appeared not at all exhausted.

Henley was never before so full of company. Every inn and public-house was crammed to excess, and provisions of every sort were soon exhausted, as the landlords had not anticipated such an assemblage of persons. The horses, for want of sufficient stabling, were obliged to remain in the street all day. In the evening there was a most splendid display of fireworks by Signor Mortram, of Vauxhall Gardens. They were let off from a boat moored near the bridge. The reflection on the water, which was very smooth, was beautiful.

The Gentlemen of the Oxford boat were :—

- |                                      |  |
|--------------------------------------|--|
| 1. Mr. Carter, S. John's.            | 6. Mr. T. Garnier, Worcester.              |
| 2. Mr. E. J. Arbuthnot, Balliol.     | 7. Mr. G. B. Moore, Christ Church.         |
| 3. Mr. J. E. Bates, Christ Church.   | Stroke Oar, Mr. Staniforth, Christ Church. |
| 4. Mr. C. Wordsworth, Christ Church. | Steerer, Mr. Freemantle, Christ Church.    |
| 5. Mr. J. J. Toogood, Balliol.       |  |

Of the Cambridge :—

- |                    |                       |
|--------------------|-----------------------|
| 1. Mr. Holdsworth. | 6. Mr. Thompson.      |
| 2. Mr. Bayford.    | 7. Mr. Selwyn.        |
| 3. Mr. Warren.     | Stroke Oar, Mr. Snow. |
| 4. Mr. Merivale.   | Steerer, M. Kenrich.  |
| 5. Mr. Entwisle.   |                       |

During the whole of the day, although so many persons were assembled together, the utmost harmony prevailed ; in the evening were a few sprees. No accident or serious injury.—From *Oxford Paper*.

This is a tolerably faithful account. The start at first was unlucky, inasmuch as the Oxford boat, in passing ahead of the Cambridge, was fouled by the Cambridge, and a fresh start became necessary. I went to Henley in Lord Ossulston's carriage.

J. J. TOOGOOD.

This picture is a view of the boat in which the race at Henley was pulled. She belonged to Balliol, and Davis built her. She was lent by our College to the University on that occasion. In 1828, her first year, the crew were :—

- |               |                         |
|---------------|-------------------------|
| 1. F. Smith.  | 5. Toogood.             |
| 2. Ward.      | 6. Curtis Smith.        |
| 3. James.     | 7. Croft.               |
| 4. Arbuthnot. | Stroke, R. Pennefather. |

This year we pulled six races, and the boats were thus placed :—

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|---|--|
| 1st Race, B.N.C., Ball., Univ., Ch. Ch.,<br>Trinity.    | 4th Race, Ball., Ch. Ch., B.N.C., Univ.,<br>Oriol. |
| 2nd „ Ball., B.N.C., Ch. Ch., Univ.,<br>Oriol, Trinity. | 5th „ Ch. Ch., Ball., B.N.C., Univ.,<br>Oriol.     |
| 3rd „ Ball., Ch. Ch., B.N.C., Univ.,<br>Oriol.          | 6th „ Ch. Ch., B.N.C., Ball., Univ.,<br>Oriol.     |

The two last nights we were beaten. On the fifth night Croft caught a crab at starting, and we were bumped before we had gone a hundred yards. On the sixth night we spurted after the Ch. Ch. At the Willows both boats were much distressed, and the B.N.C., which we had left 300 yards, came up and bumped us.

1829.—The Henley Race.

1830.—The Balliol crew were :—

- |              |              |
|--------------|--------------|
| 1. Richards. | 5. Toogood.  |
| 2. Young.    | 6. Hobhouse. |
| 3. Grove.    | 7. Dennison. |
| 4. Thompson. | 8. R. Smith. |

This year five races :—

- |  |   |
|--|---|
| 1st Race, Ch. Ch., B.N.C., Ball., Univ.,<br>St John's. | 4th „ Ch. Ch., Ball. B.N.C., St. John's,<br>Univ. |
| 2nd „ Ch. Ch., Ball., B.N.C., Univ.,<br>St John's.     | 5th „ Ch. Ch., Ball., B.N.C., St. John's<br>Univ. |
| 3rd Race, Ch. Ch., Ball., B.N.C., Univ.,<br>St John's. |   |

She now became heavy, and unfit for a racing boat.

J. J. T.













